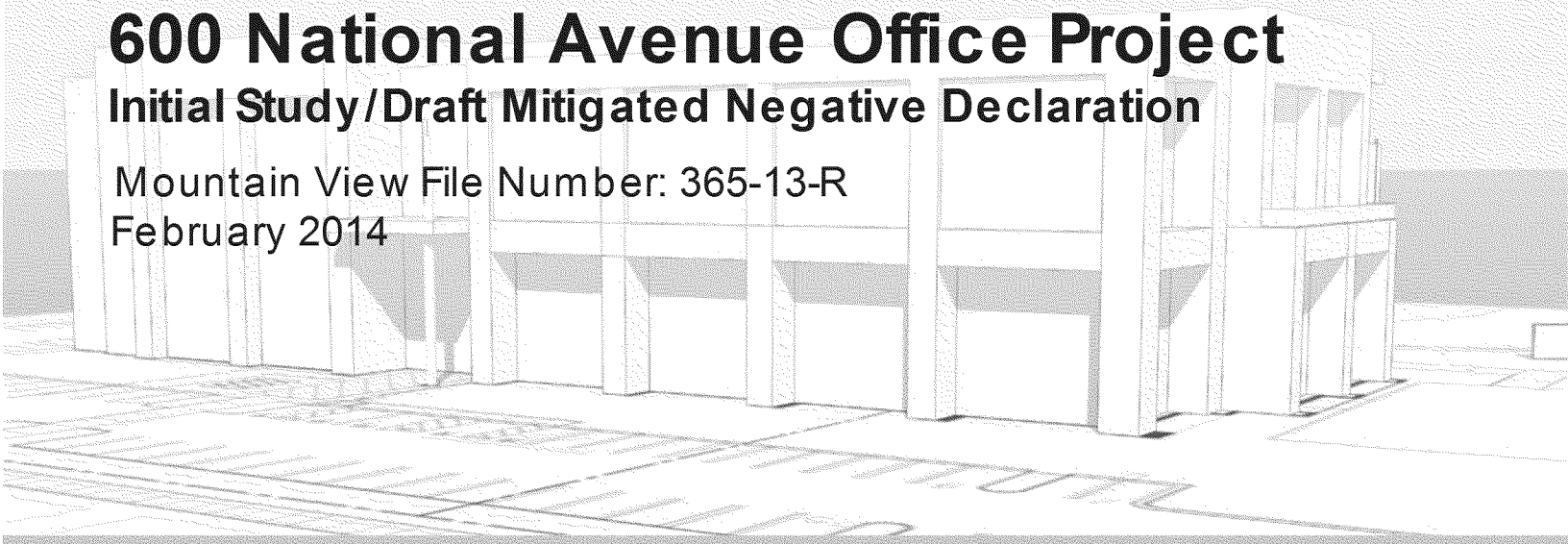
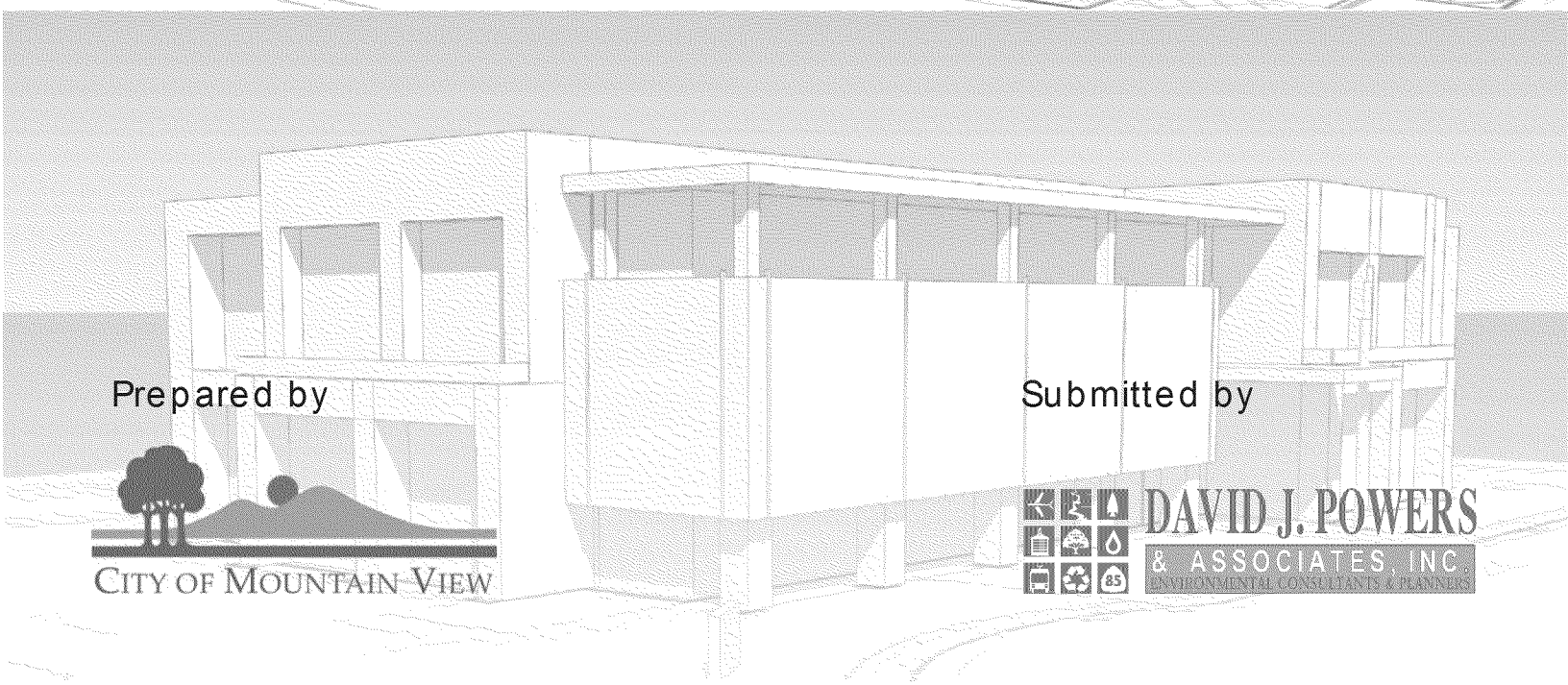
600 National Avenue Office Project

Initial Study/Draft Mitigated Negative Declaration

Mountain View File Number: 365-13-R
February 2014





Prepared by

CITY OF MOUNTAIN VIEW

Submitted by

DAVID J. POWERS & ASSOCIATES, INC.
ENVIRONMENTAL CONSULTANTS & PLANNERS

CITY OF MOUNTAIN VIEW

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

Project Description: The proposed project would redevelop an existing light industrial and warehouse site with a new office use. The project site is currently developed with four one-story buildings occupied by office, light industrial, and commercial uses, in addition to paved parking areas and landscaping. The project proposes to demolish the existing 63,312 square feet of office/light industrial space, and construct a single four-story, 140,654 square foot office building, a one-story parking deck, surface parking, and landscaped areas. Approximately nine Heritagetrees would be removed for construction of the project and replaced with new trees. The project would be consistent with the existing *High Intensity Office* 2030 General Plan land use designation. The project proposes a rezoning of the site to change the land use designation from a *Light Industrial (ML)* to a *Planned Community (P)* designation that would allow an increased intensity of office space on the site, under Chapter 36, Article 12 of the City Code The project proposes a lot merger to merge four parcels into one parcel at 600 National Avenue.The proposed project site is located in the Middlefield-Ellis-Whisman (MEW) Superfund Site, and is on the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (Cortese List).

Project Location: The 4.82-acre project site consists of four parcels (APNs 160-54-008, -009, -010, and -011) located at 401, 620, 630, and 640 National Avenue in the City of Mountain View. The project is located on the west side of National Avenue, south of Fairchild Drive and west of Ellis Street in the East Whisman Change Area of the Moffett/Whisman planning district of Mountain View.

Initial Study/Environmental Assessment: An Initial Study has been prepared for the proposed project and the analysis has determined that there will be no significant environmental impacts with implementation of proposed mitigation measures. Therefore, the proposed project would not have a significant impact on the environment and adoption of a Mitigated Negative Declaration will be recommended to the City Council. The public review period for the Initial Study and proposed Mitigated Negative Declaration is from **February 18,2014 to March 19, 2014** at **5:00 p.m**.

Public Hearing: The dates for the required Environmental Planning Commission and City Council public hearings have not been set. Notices announcing the dates and times of these public hearings will be published separately.

Information: All information regarding the proposed project, the Initial Study, Draft Mitigated Negative Declaration, and all documents referenced in the environmental analysis are available for review in the City of Mountain View's Community Development Department, 500 Castro Street, First Floor, Mountain View, CA, 94041. Written comments regardingthe project may be sent to Lindsay Hagan, Associate Planner, at the mailing address listed above or via email at Lindsay.Hagan@mountainview.gov.

If you challenge any decision to this request in court, you may be limited to raising only those issues you or someone else raised at the public meeting or hearing described in this notice, or in written correspondence delivered to the Zoning Administrator at, or prior to, the public meeting or hearing.

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EXECUTIVE SUMMARY

PROJECT LOCATION

The 4.8-acre project site consists of four parcels (APN's 160-54-008, -009, -010, and -011) located at 401, 620, 630, and 640 National Avenue in the City of Mountain View. The project is located on the west side of National Avenue, south of Fairchild Drive and west of Ellis Street in the East Whisman Change Area of the Moffett/Whisman planning district.

Surrounding land uses include office, research and development (R&D), and industrial development to the east, south, and west and the NASA-Ames Research Center/Moffett Federal Airfield to the north, north of U.S. Highway 101.

PROJECT OVERVIEW

The applicant, National Avenue Partners, LLC, proposes to redevelop the existing light industrial and warehouse site with new office uses. The project site is currently developed with four one-story buildings occupied by office, light industrial, and commercial uses containing approximately 63,312 square feet of space, in addition to paved parking areas, and landscaping.

The project proposes to construct a single four-story, LEED Gold, office building containing approximately 140,654 square feet of space. The 4.8-acre site would contain 225 surface parking stalls and a one-level parking deck containing an additional 197 parking stalls. The proposed project would increase development on the site by approximately 77,342 square feet.

The site is currently designated *High Intensity Office* in the City of Mountain View 2030 General Plan, which allows development between a floor area ratio (FAR) of 0.35 and 1.0 with the incorporation of highly sustainable features. The project site is located within the East Whisman Change Area, a transit-oriented employment center with strong pedestrian and bicycle connectivity to light rail, employers, and amenities.

The site is currently zoned *Limited Industrial (ML)*, which allows an FAR of up 0.35. The proposed office building would require a rezoning of the site to *Planned Community (P)* in order to accommodate an increase to a proposed FAR of 0.67.

SIGNIFICANT IMPACTS

Implementation of the project could result in impacts from hazardous materials present on the site.

Implementation of the mitigation measures and conditions of approval included in the project and required by the City of Mountain View would reduce all significant impacts to a less than significant level.

SECTION 1.0 INTRODUCTION AND PURPOSE

This Initial Study of environmental impacts is being prepared to conform to the requirements of the California Environmental Quality Act (CEQA), the CEQA Guidelines (California Code of Regulations 15000 et. seq.), and the regulations and policies of the City of Mountain View. This Initial Study evaluates the potential environmental impacts which might reasonably be anticipated to result from implementation of the proposed 600 National Avenue Office Project.

The City of Mountain View is the Lead Agency under CEQA and has prepared this Initial Study to address the environmental impacts of implementing the proposed project.

SECTION 2.0 PROJECT INFORMATION

2.1 PROJECT TITLE

600 National Avenue Office Project

2.2 PROJECT LOCATION

The 4.8-acre project site consists of four parcels (APN's 160-54-008, -009, -010, and -011) located at 401, 620, 630, and 640 National Avenue in the City of Mountain View. The project is located on the west side of National Avenue, south of Fairchild Drive and west of Ellis Street.

Surrounding land uses include office, research and development (R&D), and industrial development to the east, south, and west and the NASA-Ames Research Center/Moffett Federal Airfield to the north, north of U.S. Highway 101.

A regional map and a vicinity map of the site are shown on Figures 1 and 2, and an aerial photograph of the project site and surrounding area is shown on Figure 3.

2.3 LEAD AGENCY CONTACT

Lindsay Hagan, Associate Planner
Community Development Department
City of Mountain View
500 Castro Street
P.O. Box 7540
Mountain View, CA 94039-7540
(650) 903-6306

2.4 PROJECT PROPONENT

Randy Lamb and Victor Fracaro
National Ave Partners, LLC
525 Middlefield Road, Suite 118
Menlo Park, CA 94025

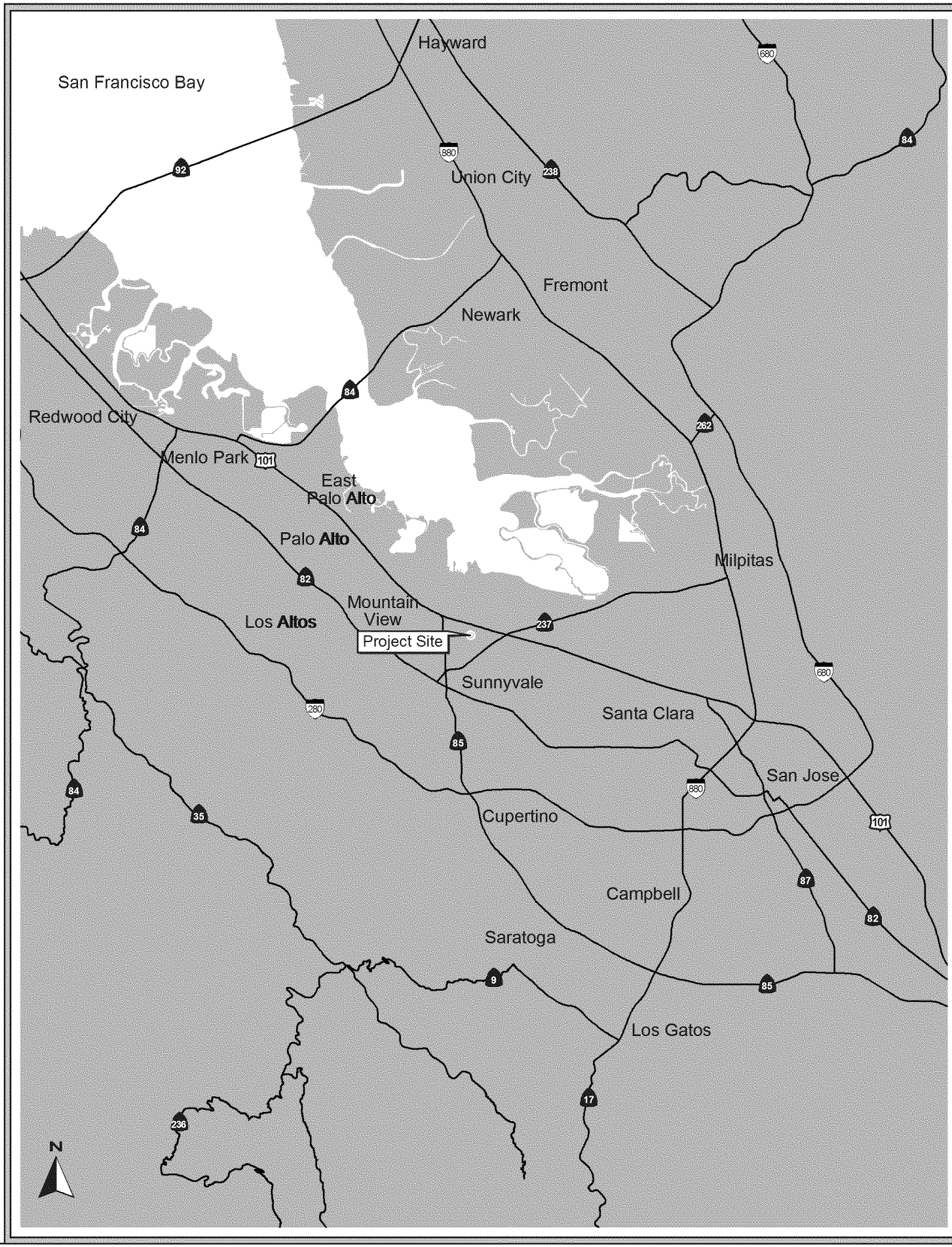
2.5 ASSESSOR'S PARCEL NUMBER (APN)

160-54-008, -009, -010, and -011

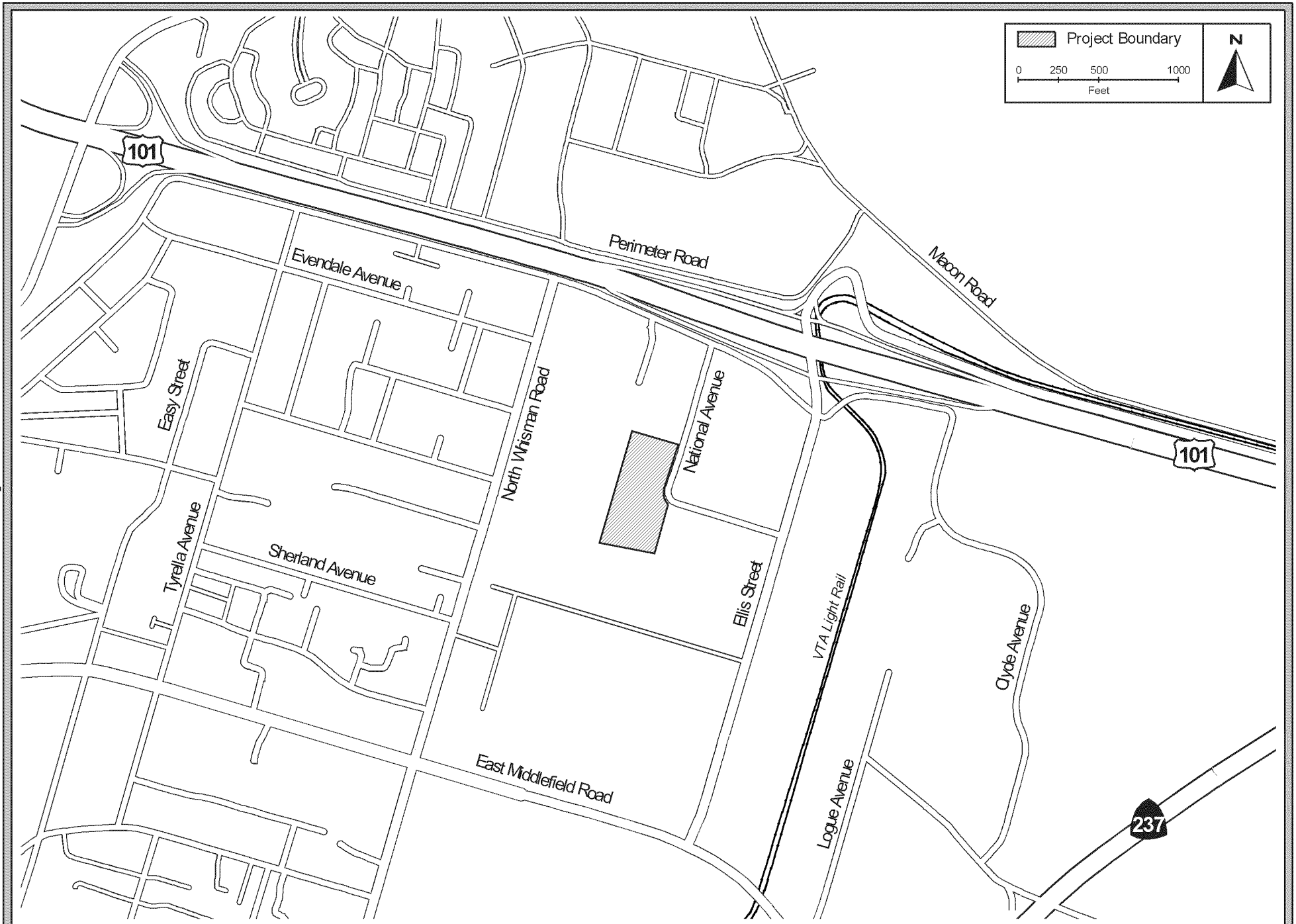
2.6 EXISTING GENERAL PLAN AND ZONING DISTRICT

General Plan: *High Intensity Office*

Zoning District: *Limited Industrial (ML)*

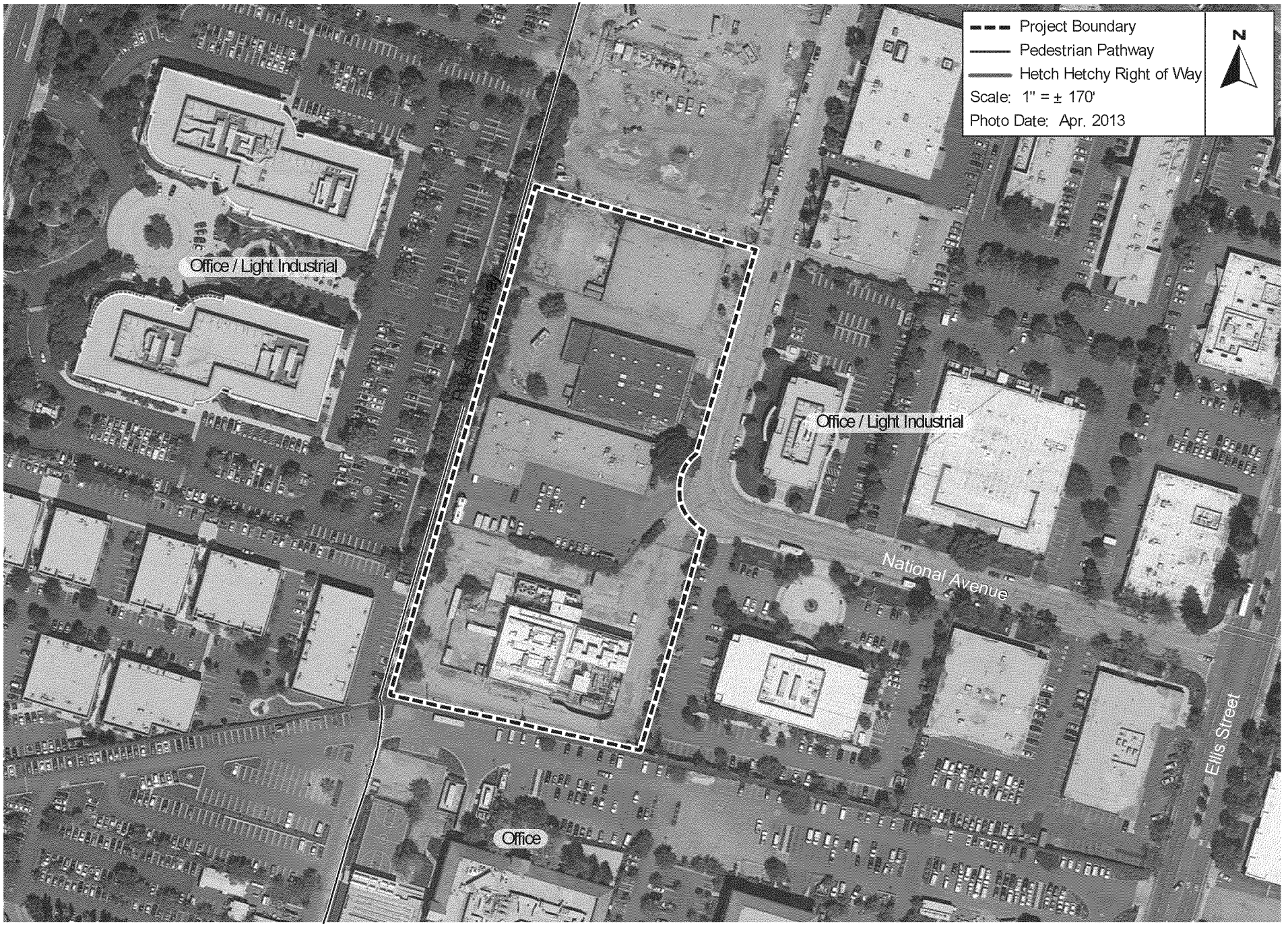


REGIONAL MAP FIGURE 1



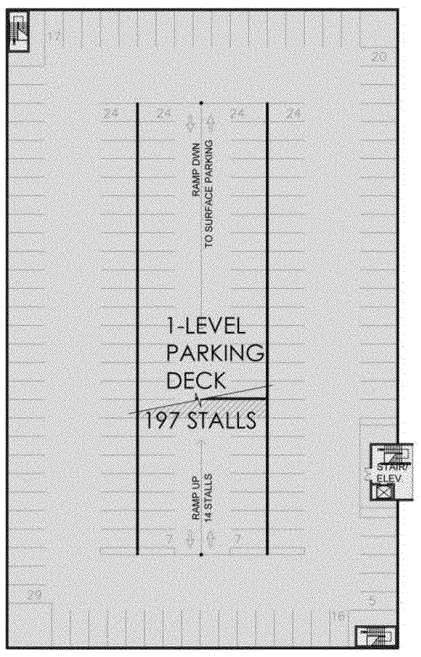
VICINITY MAP

FIGURE 2

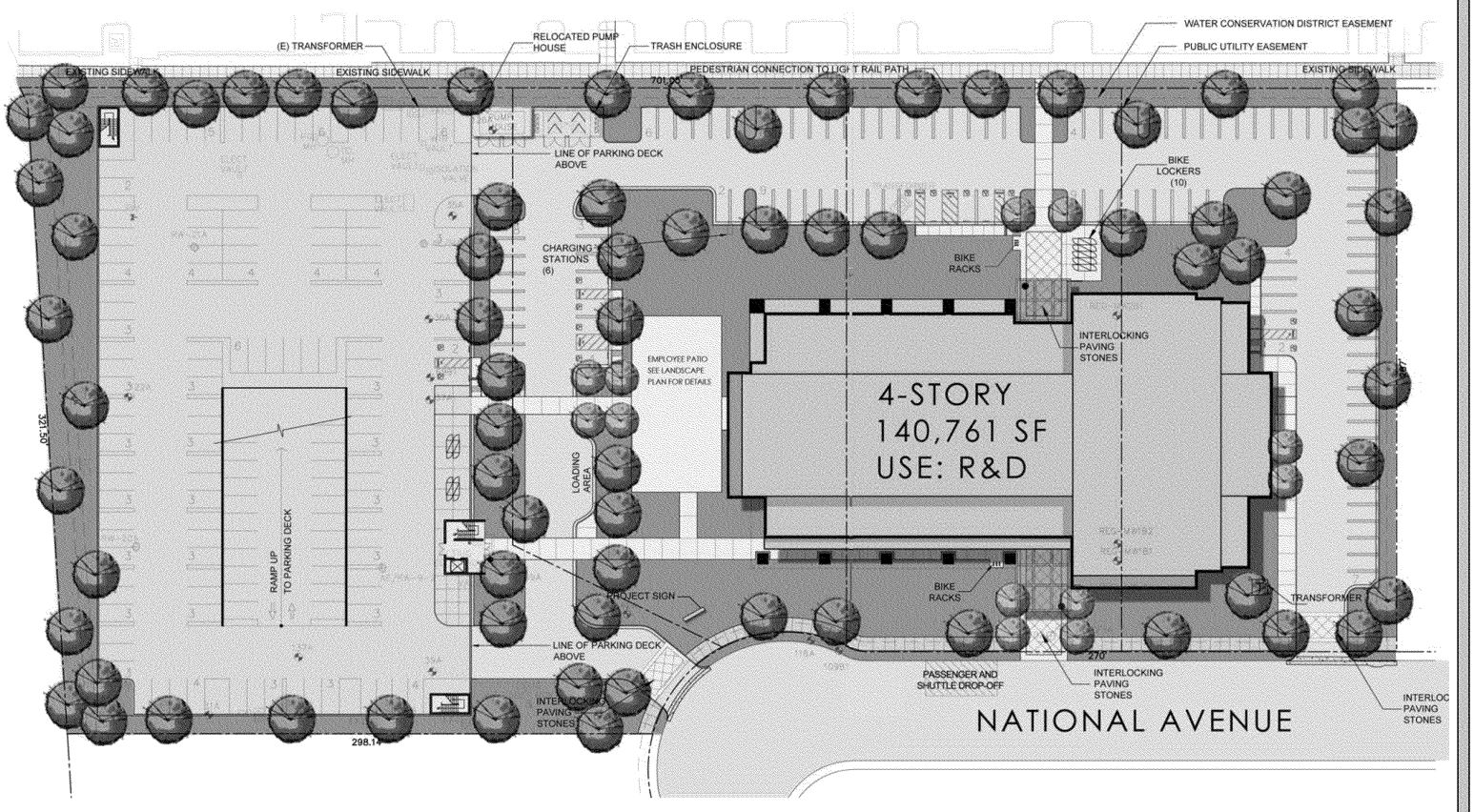


AERIAL PHOTOGRAPH AND SURROUNDING LAND USES

FIGURE 3

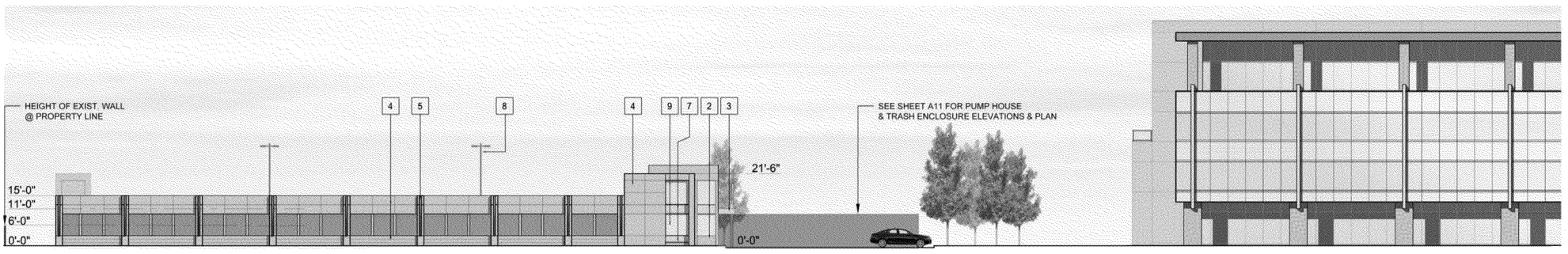


PARKING DECK PLAN



CONCEPTUAL SITE PLAN

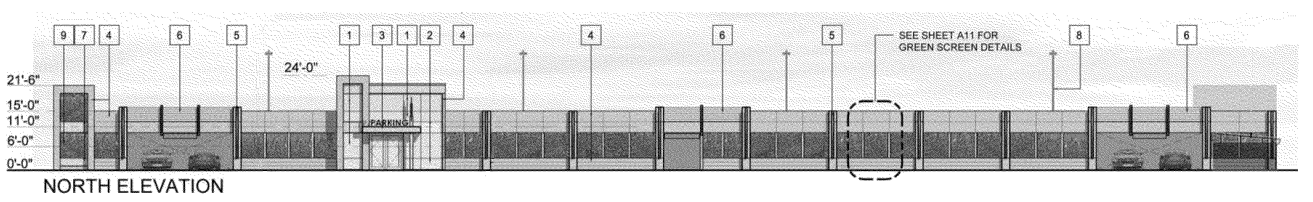
FIGURE 4



EAST ELEVATION (NATIONAL AVENUE)

WEST ELEVATION

SOUTH ELEVATION



NORTH ELEVATION

KEYNOTES:

1. CLEAR GLASS
2. PATTERNED SPANDREL GLASS
3. ALUMINUM CANOPY
4. PRECAST CONCRETE PANELS W/ SANDBLAST FINISH
5. ALUMINUM FINS
6. ALUMINUM RAILING / WROUGHT IRON FENCING (SOUTH ELEVATION)
7. ALUMINUM PANEL / PRECAST CONCRETE PANELS W/SANDBLAST FINISH (SOUTH ELEVATION)
8. PARKING LIGHTING FIXTURE
9. GREEN SCREEN / ALUMINUM / GLASS CANOPY (SOUTH ELEVATION)

CONCEPTUAL BUILDING ELEVATIONS

FIGURE 5

EXISTING AND PROPOSED ZONING DISTRICTS FIGURE 6

SECTION 3.0 PROJECT DESCRIPTION

3.1 PROJECT LOCATION

The 4.8-acre project site consists of four parcels (APNs 160-54-008, -009, -010, and -011) located at 401, 620, 630, and 640 National Avenue in the City of Mountain View. The project is located on the west side of National Avenue, south of Fairchild Drive and west of Ellis Street in the East Whisman Change Area of the Moffett/Whisman planning district. The site contains four existing single-story office/light industrial buildings.

Surrounding land uses include research and development, office, and light industrial development to the north, south, east and west, and the NASA-Ames Research Center and Moffett Federal Airfield to the north, north of U.S. Highway 101.

Regional and vicinity maps of the site are shown on Figures 1 and 2, and an aerial photograph of the project site and surrounding area is shown on Figure 3.

3.2 EXISTING SITE CONDITIONS

The four parcels comprising the 4.8-acre project site are currently developed with four single-story light industrial buildings containing approximately 63,312 square feet of space. Most of the structures are currently occupied by a mix of property owners/users and various office/industrial tenants, with the exception of two buildings, 401 and 630 National Avenue, which have been recently vacated. The site currently supports typical development improvements including paved driveways, parking lots, landscaping, and utilities (refer to Photo 1-6). Immediately adjacent to the western edge of the project site is a public pedestrian path connecting pedestrians and bicyclists to the Middlefield VTA Light Rail Station and other amenities and services.

The site contains minimal landscaping, and is covered by approximately 93 percent impervious surfaces. There are 49 trees in total on and adjacent to the project site, 17 of which are considered Heritage trees in the City of Mountain View.

The proposed project site is located in the Middlefield-Ellis-Whisman (MEW) Superfund Site, and contains contaminated soil and groundwater. The project site is currently being remediated and monitored, and will continue to be with any new construction or development.

The project site and surrounding areas are essentially flat, with an elevation of approximately 44 to 50 feet above mean sea level, with the north side of the project site slightly lower in elevation. According to the Federal Emergency Management Agency's Flood Insurance Rate Map, the project site is not within a 100-year flood hazard zone.

Surrounding land uses include single-story industrial buildings to the east used for office, manufacturing, and research and development, and two-story office buildings located to the south and east of the project site. Directly to the north, a new three-story office building at 331 Fairchild Drive is nearing construction completion.

3.3 SITE REDEVELOPMENT

3.3.1 Project Description

The project applicant, National Avenue Partners, LLC, proposes to redevelop the site with a single four-story, LEED Gold office building containing approximately 140,761 square feet of space. The 4.8-acre site would contain 225 surface parking stalls and a one-level parking deck containing an additional 197 parking stalls. The proposed project would increase development on the site by approximately 77,342 square feet.

The proposed building would be located on the northern portion of the project site, fronting National Avenue, with the parking deck located on the southern end. The proposed building and parking deck would be separated from surrounding land uses by surface parking lots and landscaped areas.

The project would include common areas, landscaping, and new utility infrastructure. Amenities such as an employee patio, pedestrian connection to the existing light rail/pedestrian path west of the project site, a shuttle parking area, and bicycle racks and lockers are included in the project design. The building would be four stories and extend to a total height of approximately 67 feet. A conceptual site plan is shown on Figure 4, and building elevations are shown on Figure 5.

3.3.2 General Plan and Rezoning

The site is currently designated *High Intensity Office* in the City of Mountain View 2030 General Plan, which allows development between a floor area ratio (FAR) of 0.35 and 1.0 with the incorporation of highly sustainable features. The project site is located within the East Whisman Change Area, a transit-oriented employment center with strong pedestrian and bicycle connectivity to light rail, employers, and amenities.

The site is currently zoned *Limited Industrial (ML)*, which allows an FAR of up to 0.35. The proposed office building would require a rezoning of the site to *Planned Community* (*P*) in order to accommodate an increase to a proposed FAR of 0.67.

3.3.3 Access, Circulation, and Parking

Two new driveways would be constructed from National Avenue to the project site to provide direct access to the new building and associated parking deck, replacing the three existing driveways that currently provide access to the four parcels. Proposed driveway access is shown on Figure 4.

The two new driveways would be the only points of access to the project site. All inbound and outbound vehicle traffic would access the site via National Avenue.

The proposed development would provide 225 surface stalls and 197 stalls on the new parking deck, for a total of 422 parking spaces, including accessible parking and clean vehicle parking/charging stations. In addition, 48 bicycle parking spaces would be provided.

3.3.4 Heritage Trees

The site contains 49 trees, including 17 Heritage trees, as defined in the City of Mountain View Municipal Code (Chapter 32, Article 2). The project proposes to remove 22 existing trees located along the perimeter of the project site, including nine Heritage trees.

Trees will be replaced in accordance with the ratios described in the City of Mountain View Municipal Code and will include new landscaping and street trees bordering the project site.

3.3.5 Stormwater Drainage and Utilities

Five "rain garden" biotreatment areas of varying size will be constructed to provide stormwater detention within landscaped areas. The rain gardens would be sized and located on the site to provide detention so that there is no increase in stormwater flow compared to existing conditions. The project proposes to reduce impervious surfaces on the site from approximately 93 to approximately 77 percent.

The site is located in an urban area and is currently served by municipal utility systems. Utility infrastructure required for the project would include new or upgraded water, sanitary sewer, storm drain, electrical, and telecommunications connections. These improvements would be installed within the project site and would connect to existing utilities on site or in the right-of-way along National Avenue.

3.3.6 Demolition, Grading, and Construction

The four existing buildings on site, as well as other improvements such as pavement and landscaping, would be demolished prior to the start of project construction. The project proposes to remove nine Heritage trees and 13 non-Heritage trees (22 total) for the project design. Trees to be preserved would be protected with construction fencing, tree protection plan, and setbacks.

Grading would be required to level the site and prepare the building pads, and the project would require 2,801 cubic yards of soil for this purpose. Approximately 1,290 cubic yards would be excavated and reused on site, resulting in the need to import approximately 1,511 cubic yards of material.

3.3.7 Green Building and Emissions Reduction Features

The proposed project would be built according to the Mountain View Green Building Code, which requires adherence to the Nonresidential Mandatory Measures of the 2013 California Green Building Code (CALGreen), which became effective as on January 1, 2014. The Green Building Code also requires new non-residential buildings of over 25,000 square feet to meet the requirements of Title 24, Part 6, and meet the intent of LEED[1] Silver.

In addition, the project would include the following energy and emissions reduction features:

[1] US Green Building Council's Leadership in Energy and Environmental Design (LEED).

- The project would seek a certification of LEED Gold.
- A water budget calculation will be developed for landscape irrigation, consistent with the City's Water Conservation in Landscape Regulations.
- All appliances will be Energy Star qualified where available.
- Construction waste generated at the site will be diverted to recycle or salvage (at least a 50 percent reduction).

The proposed project would also include a Transportation Demand Management (TDM) Plan to reduce vehicle trips, as described in *Section 4.7, Greenhouse Gas Emissions* and *Section 4.16, Transportation.* This plan is attached to this Initial Study as Appendix F.

3.4 USES OF THE INITIAL STUDY

This Initial Study provides decision-makers in the City of Mountain View (the CEQA Lead Agency), responsible agencies, and the general public with relevant environmental information to use in considering the project. The approvals that would require discretionary actions by the City could include:

- Rezoning (Amendment to the Zoning Map)
- Development Review Permit (Planned Community Permit)
- Demolition Permit
- Grading Permit
- Heritage Tree Removal Permit
- Lot Merger

This Initial Study may also be relied up for other agency approvals necessary to implement the project, including approvals by the following agencies:

- U.S Environmental Protection Agency (EPA)
- Regional Water Quality Control Board
- Department of Toxic Substance Control

SECTION 4.0 ENVIRONMENTAL CHECKLIST AND DISCUSSION OF IMPACTS

This section describes the existing environmental conditions on and near the project area, as well as environmental impacts associated with the proposed project. The environmental checklist, as recommended in the California Environmental Quality Act (CEQA) Guidelines, identifies environmental impacts that could occur if the proposed project is implemented.

The right-hand column in the checklist lists the source(s) for the answer to each question. The sources cited are identified at the end of this section. Mitigation measures are identified for all significant project impacts. Mitigation Measures are measures that will minimize, avoid, or eliminate a significant impact (CEQA Guideline 15370).

4.1 AESTHETICS

4.1.1 Existing Setting

4.1.1.1 *Project Site*

The 4.8-acre project site is comprised of four parcels currently developed with four one-story, light industrial office buildings containing approximately 63,312 square feet of space. The site is also developed with paved driveways, parking lots, landscaping, and utilities (refer to Photos 1-6). The buildings on the project site are typical 1960's-1970's industrial buildings, with a variety of architectural styles, common in the office/industrial areas of Mountain View. The site is largely paved for parking and driveways and is visually similar to other light industrial/R&D development in the surrounding neighborhood and the East Whisman/Moffett area of the city.

The site is visible from the immediate surrounding area, including National Avenue and Ellis Street. A concrete wall is located along the southern property boundary, which partially obscures views of the property from the adjacent office park. A three- to six-foot chain link fence is located on the western boundary, separating the project site from an off-site pedestrian pathway lined with mature landscaping, including sycamore, acacia, ash, and redwood trees. These trees provide screening between the project site and the office complexes to the west. A new three-story office building is currently under construction directly north of the project site and existing one- and two-story office and light industrial facilities are located along National Avenue, directly east of the project site.

The project site is located approximately 500 feet north of the City of Mountain View Hetch Hetchy Trail, a 0.4 mile improved trail that provides a neighborhood connection from Middlefield Light Rail Station to the Stevens Creek Trail. The project site is separated from existing buildings and landscaping and is not visible from the trail. No scenic view corridors, scenic vistas, or scenic resources are located on site.

PHOTO 1: Looking northwest across project site at existing office/light industrial buildings at 630 and 640 National Avenue.

PHOTO 2: Looking west along National Avenue at proposed project site.

PHOTOS 1 AND 2

PHOTO 3: Looking west at existing offices and associated tenants at 600 National Avenue.

PHOTO 4: Looking north along National Avenue from proposed project site.

PHOTOS 3 AND 4

PHOTO 5: Looking south showing existing trees along western boundary of the proposed project site.

PHOTO 6: : Looking north along existing pedestrian pathway located directly west of the proposed project site.

PHOTOS 5 AND 6

4.1.1.2 *Surrounding Land Uses*

Surrounding land uses include one- and two-story office/light-industrial development to the north, south, east, and west. Residential uses are located approximately 700 feet to the west of the project site across North Whisman Road. The site is not located on a scenic view corridor, and no scenic vistas or scenic resources are located on site.

The project is located approximately 2,500 feet (walking distance) from the single platform VTA Bayshore/NASA Light Rail Station, located at on Manila Drive east of Ellis Street. The Middlefield Light Rail Station is also located approximately 3,000 feet (walking distance) from the project site at 580 East Middlefield Road.

The overall visual character of the project site is of a typical mixed office/light-industrial area. Moffett Federal Airfield Hangar One is visible from the project site. The western foothills of the Santa Cruz Mountains can be seen from some portions of the project site.

4.1.1.3 *Light and Glare*

The existing site has been developed with light industrial uses for many decades. Streetlights and other lighting is found throughout the area in the vicinity of the project. Sources of light and glare in the surrounding area are those typical in developed urban areas, including headlights, streetlights, parking lot lights, security lights, and reflective surfaces such as windows.

4.1.2 Environmental Checklist and Discussion of Impacts

AESTHETICS					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒	1, 2, 3
2) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒	1, 2, 3, 5
3) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☐	☒	1, 2, 3
4) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐	1, 2, 3, 4

Aesthetic values are, by their nature, very subjective. Opinions as to what constitutes a degradation of visual character will differ among individuals. One of the best available means for assessing what constitutes a visually acceptable standard for new buildings are the City's design standards and implementation of those standards through the City's design process. The following discussion addresses the proposed changes to the visual setting of the project area and factors that are part of the community's assessment of the aesthetic values of a project's design. The Development Review Committee (DRC), the Environmental Planning Commission (EPC), and the City Council will make a determination if the project meets the City's design standards.

4.1.2.1 *Impacts to Scenic Resources*

As described in the "Existing Setting" section above, the site does not contain any scenic view corridors or scenic resources. For these reasons, the project would not substantially degrade the existing visual character of the site or the surrounding area, and would not impact scenic resources or a scenic vista.

4.1.2.2 *Impacts to Visual Character and Quality*

The proposed project would allow development of up to 140,654 square feet of new office use on the site in one four-story office building and associated one-story parking deck, in addition to surface parking areas, driveways, walkways, and landscape improvements. The maximum height of the proposed four-story building would be approximately 67 feet.

Conceptual elevations of the proposed building are shown on Figure 5. The proposed building will consist of precast concrete panels with sandblast finish, clear and patterned spandrel glass, and aluminum railings, typical of modern commercial office architecture. Although the proposed buildings would be substantially taller than the existing buildings on the site (four stories versus one story), the building would not be out of character with the surrounding office development; the vicinity of the site is primarily developed with office and light industrial uses. A three-story office building is under construction directly north of the project site. A number of sites in the East Whisman Change Area near the project site may be redeveloped with intensive office uses similar to those being proposed, consistent with the General Plan. New parking lots, driveways, and lighting would be constructed for the project, in compliance with the City of Mountain View design guidelines and city regulations.

A number of mature trees and other landscaping would be removed for project development, as discussed in *Section 4.4, Biological Resources* of this Initial Study. These trees would be replaced on-site at a ratio of at least 2:1 (tree replacement to trees removed), in addition to other new landscaping.

4.1.2.3 *Lighting and Glare*

The project will be subject to the Development Review process prior to submittal of construction drawings for a building permit. This review and approval process includes multiple Development Review Committee (DRC) public meetings to receive a recommendation on the design, followed by public hearings by the EPC and City Council. This review would ensure that the proposed design and construction materials are consistent with design and aesthetic standards for office development

in the area, and would not adversely affect the visual quality of the area, or create a substantial new source of light and glare.

As described above, the project proposes to construct a four-story office building and associated improvements. The buildings would be oriented and designed in accordance with the City of Mountain View's design standards to minimize reflective materials and glare. New lighting sources would be installed on the site in conformance with City's design guidelines for commercial and office uses. Given the location of the proposed buildings and the visual character of the site area, the project would not create a significant new source of light or glare.

4.1.3 Conclusion

The project would not result in significant visual and aesthetic impacts. **[Less Than Significant Impact]**

4.2 AGRICULTURAL AND FOREST RESOURCES

4.2.1 Existing Setting

The project site is not used for agricultural or timberland purposes, and is located within an existing developed, urban area of Mountain View, and no portion of the property is designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. According to the Santa Clara County *Important Farmlands 2010 Map*, the site is designated as "Urban and Built-up Land," which is defined as residential land with a density of at least six units per 10 acre parcel, as well as land used for industrial and commercial purposes, golf courses, landfills, airports, sewage treatment, and water control structures.

The project site is not designated by the California Resources Agency as farmland of any type and is not the subject of a Williamson Act contract. No land adjacent to the project site is designated or used as farmland, timberland, or forest land.

4.2.2 Environmental Checklist and Discussion of Impacts

AGRICULTURAL AND FOREST RESOURCES					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒	1, 3, 6
2) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒	1, 3, 6
3) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒	1, 4, 6
4) Result in a loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒	1
5) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒	1

4.2.2.1 *Agricultural and Forest Resources Impacts*

The project site has been developed for many years, and the site is not used or zoned for agricultural purposes. The site is not designated by the Department of Conservation as farmland of any type, and is not the subject of a Williamson Act contract. None of the properties adjacent to the project site or in the vicinity are used for agriculture or timberland, nor is it designated as forest land. Therefore, future redevelopment of the project site would not conflict with existing zoning for agricultural or forest land or timberland use or with a Williamson Act contract. For these reasons, the project would have no impact on agricultural or forest resources.

4.2.3 Conclusion

The proposed project would not result in an impact on agricultural land, agricultural activities, or forest resources. **[No Impact]**

4.3 AIR QUALITY

4.3.1 Existing Setting

Air quality and the amount of a given pollutant in the atmosphere are determined by the amount of a pollutant released and the atmosphere's ability to transport and dilute the pollutant. The major determinants of transport and dilution are wind, atmospheric stability, terrain and, for photochemical pollutants, sunshine.

The Bay Area typically has moderate ventilation, frequent inversions that restrict vertical dilution, and terrain that restricts horizontal dilution. These factors give the Bay Area a relatively high atmospheric potential for pollution.

The U.S. Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) have established ambient air quality standards for what are commonly referred to as "criteria pollutants," because they set the criteria for attainment of good air quality. Criteria pollutants include carbon monoxide, ozone, nitrogen dioxide, sulfur dioxide, and particulate matter (PM).

Ozone and PM_{10} are considered regional pollutants, because their concentrations are not determined by proximity to individual sources, but show a relative uniformity over a region. Carbon monoxide is considered a local pollutant, because elevated concentrations are usually only found near the source (e.g., congested intersections).

4.3.1.1 *Regional Air Quality*

The project site is located within the San Francisco Bay Area Air Basin. The Bay Area Air Quality Management District (BAAQMD) is the regional government agency that monitors and regulates air pollution within the air basin. According to the most current data available from BAAQMD, state and federal standards for ozone and particulate matter less than or equal to 10 and 2.5 microns (PM_{10} and $PM_{2.5}$) were exceeded several times in the last three years. Carbon monoxide and nitrogen dioxide standards have not been exceeded recently.

The Federal Clean Air Act and the California Clean Air Act require that the CARB, based on air quality monitoring data, designate portions of the state where the federal or state ambient air quality standard are not met as "nonattainment areas." Because of the differences between the national and state standards, the designation of nonattainment areas is different under the federal and state legislation. The Bay Area is designated as an "attainment area" for carbon monoxide, nitrogen dioxide, and sulfur dioxide. The region is classified as a "nonattainment area" for both the federal and state ozone standards, although a request for reclassification to "attainment" of the federal standard is currently being considered by the U.S. EPA. The area does not meet the state standards for particulate matter; however, it does meet the federal standards.

4.3.1.2 *Bay Area 2010 Clean Air Plan*

As the regional government agency responsible for regulating air pollution within the air basin, BAAQMD must prepare air quality plans specifying how State air quality standards will be met.

The *Bay Area 2010 Clean Air Plan* (CAP), which has been adopted by BAAQMD and takes into account future growth projections to 2035, serves to:

- Update the *Bay Area 2005 Ozone Strategy* in accordance with the requirements of the California Clean Air Act to implement "all feasible measures" to reduce ozone;
- Provide a control strategy to reduce ozone, particulate matter (PM), air toxics, and greenhouse gases in a single, integrated plan;
- Review progress in improving air quality in recent years; and
- Establish emission control measures to be adopted or implemented in the 2010-2012 timeframe.

Determining a project's consistency with the 2010 CAP involves assessing whether applicable control measures contained in the 2010 CAP are implemented. Implementation of control measures improve air quality and protect public health. Control measures in the 2010 CAP are organized into five categories: Stationary Source Measures, Mobile Source Measures, Transportation Control Measures (TCMs), Land Use and Local Impact Measures, and Energy and Climate Measures.

4.3.1.3 *Toxic Air Contaminants*

Toxic Air Contaminants (TACs) are a broad class of compounds known to cause morbidity or mortality (usually because they cause cancer or serious illness) and include, but are not limited to, criteria air pollutants. TACs are found in ambient air, especially in urban areas, and are caused by industry, agriculture, fuel combustion and commercial operations (e.g., dry cleaners). TACs are typically found in low concentrations, even near their source (e.g., diesel particulate matter near a highway). Because chronic exposure can result in adverse health effects, TACs are regulated at the regional, state and federal level. The identification, regulation and monitoring of TACs is relatively new compared to that for criteria air pollutants that have established ambient air quality standards. TACs are regulated or evaluated on the basis of risk to human health rather than comparison to an ambient air quality standard or emission-based threshold.

Diesel Particulate Matter

Diesel exhaust, in the form of diesel particulate matter (DPM), is the predominant TAC in urban air with the potential to cause cancer. It is estimated to represent about two-thirds of the cancer risk from TACs (based on the statewide average). According to the CARB, diesel exhaust is a complex mixture of gases, vapors and fine particles. This complexity makes the evaluation of health effects of diesel exhaust a complex scientific issue. Some of the chemicals in diesel exhaust, such as benzene and formaldehyde, have been previously identified as TACs by the CARB, and are listed as carcinogens either under the State's Proposition 65 or under the federal Hazardous Air Pollutants programs. California has adopted a comprehensive diesel risk reduction program. The U.S. EPA and the CARB have adopted low-sulfur diesel fuel standards in 2006 that reduce diesel particulate matter substantially. The CARB recently adopted new regulations requiring the retrofit and/or replacement of construction equipment, on-highway diesel trucks and diesel buses in order to lower fine particulate matter ($PM_{2.5}$) emissions and reduce statewide cancer risk from diesel exhaust.

Fine Particulate Matter ($PM_{2.5}$)

Particulate matter in excess of state and federal standards represents another challenge for the Bay Area. Elevated concentrations of $PM_{2.5}$ are the result of both region-wide (or cumulative) emissions and localized emissions. High particulate matter levels aggravate respiratory and cardiovascular diseases, reduce lung function, increase mortality (e.g., lung cancer), and result in reduced lung function growth in children.

4.3.1.4 *Sensitive Receptors*

There are groups of people more affected by air pollution than others. CARB has identified the following persons who are most likely to be affected by air pollution: children under 14, the elderly over 65, athletes, and people with cardiovascular and chronic respiratory diseases. These groups are classified as sensitive receptors. Locations that may contain a high concentration of these sensitive population groups include residential areas, hospitals, daycare facilities, elder care facilities, elementary schools, and parks. For cancer risk assessments, children are the most sensitive receptors, since they are more susceptible to cancer causing TACs. Residential locations are assumed to include infants and small children. No sensitive receptors have been identified near the project site. The closest residential uses are 700 feet to the west.

4.3.2 Environmental Checklist and Discussion of Impacts

AIR QUALITY					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐	1, 2, 3, 7
2) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐	1, 2, 3, 7
3) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is classified as non-attainment under an applicable federal or state ambient air quality standard including releasing emissions which exceed quantitative thresholds for ozone precursors?	☐	☐	☒	☐	1, 2, 3, 7
4) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒	1
5) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒	1

4.3.2.1 *CEQA Thresholds Used in the Analysis*

As discussed in CEQA Guidelines Section 15064(b), the determination of whether a project may have a significant effect on the environment calls for careful judgment on the part of the lead agency and must be based to the extent possible on scientific and factual data. The City of Mountain View, and other jurisdictions in the San Francisco Bay Area Air Basin, often utilize the thresholds and methodology for assessing air emissions and/or health effects developed by the BAAQMD based upon the scientific and other factual data prepared by BAAQMD in developing those thresholds.

In December 2010, the California Building Industry Association (BIA) filed a lawsuit in Alameda County Superior Court challenging toxic air contaminants and $PM_{2.5}$ thresholds adopted by BAAQMD in its 2010 CEQA Air Quality Guidelines (California Building Industry Association v. Bay Area Air Quality Management District, Alameda County Superior Court Case No. RG10548693). One of the identified concerns is inhibiting infill and smart growth in the urbanized Bay Area. On March 5, 2012, the Superior Court found that the adoption of thresholds by the BAAQMD in its CEQA Air Quality Guidelines is a CEQA project and BAAQMD is not to disseminate officially sanctioned air quality thresholds of significance until BAAQMD fully complies with CEQA. No further findings or rulings on the thresholds in the BAAQMD CEQA Air Quality Guidelines were made. BAAQMD appealed the ruling in August 2012.

The ruling in the case, however, does not equate to a finding that the quantitative metrics in the BAAQMD thresholds are incorrect or unreliable for meeting goals in the Bay Area 2010 Clean Air Plan. Moreover, as noted above, the determination of whether a project may have a significant effect on the environment is subject to the discretion of each lead agency, based upon substantial evidence. Notwithstanding the BIA lawsuit, which has no binding or preclusive effect on the City of Mountain View's discretion to decide on the appropriate thresholds to use for determining the significance of air quality impacts, the City has carefully considered the thresholds previously prepared by BAAQMD and regards the thresholds listed below to be based on the best information available for the San Francisco Bay Area Air Basin and conservative in terms of the assessment of health effects associated with TACs and $PM_{2.5}$. Evidence supporting these thresholds has been presented in the following documents:

- BAAQMD. *Thresholds Options and Justification Report.* 2009.
- BAAQMD. *CEQA Air Quality Guidelines.* May 2011.
- California Air Pollution Control Officers Association (CAPCOA). *Health Risk Assessments for Proposed Land Use Projects.* 2009.
- California Environmental Protection Agency, California Air Resources Board (CARB). *Air Quality and Land Use Handbook: A Community Health Perspective.* 2005.

The analysis in this Initial Study is based upon the general methodologies in the most recent BAAQMD CEQA Air Quality Guidelines (dated May 2012) and numeric thresholds for the San Francisco Bay Basin including the thresholds listed in Table 4.3-1.

Table 4.3-1 Thresholds of Significance Used in Air Quality Analyses			
Pollutant	**Construction**	**Operation-Related**	
	Average Daily Emissions (pounds/day)	**Average Daily Emissions (pounds/day)**	**Maximum Annual Emissions (tons/year)**
ROG, NO_x	54	54	10
PM_{10}	82 (exhaust)	82	15
$PM_{2.5}$	54 (exhaust)	54	10
Fugitive Dust ($PM_{10}/PM_{2.5}$)	Best Management Practices	None	None
Risk and Hazards for New Sources and Receptors (Project)	Same as Operational Threshold	• Increased cancer risk of >10.0 in one million • Increased non-cancer risk of > 1.0 Hazard Index (chronic or acute) • Ambient $PM_{2.5}$ increase: > 0.3 μ/m^3 [Zone of influence: 1,000-foot radius from property line of source or receptor]	
Risk and Hazards for New Sources and Receptors (Cumulative)	Same as Operational Threshold	• Increased cancer risk of >100 in one million • Increased non-cancer risk of > 10.0 Hazard Index (chronic or acute) • Ambient $PM_{2.5}$ increase: > 0.8 μ/m^3 [Zone of influence: 1,000-foot radius from property line of source or receptor]	
Sources: *BAAQMD Thresholds Options and Justification Report (2009)* and *BAAQMD CEQA Air Quality Guidelines* (dated May 2011).			

4.3.2.2 *Impacts to Regional and Local Air Quality*

Operational Impacts

The BAAQMD CEQA Air Quality Guidelines provide procedures for evaluating possible air quality impacts for proposed projects and plans consistent with CEQA requirements. The project would remove four existing office/light industrial buildings totaling 63,312 square feet and redevelop the site with one four-story office building totaling 140,654 square feet, a net increase of 77,342 square feet of office space on the project site. A net increase in developed space typically results in an increase in traffic, which results in an increase in local and regional pollutant levels.

According to the BAAQMD thresholds described above, a project that generates more than 54 pounds per day (or 10 tons per year) of ROG (reactive organic gases), NO_x, or $PM_{2.5}$; or 82 pounds per day (or 15 tons per year) of PM_{10} would be considered to have a significant impact on regional air quality. The previous 2010 BAAQMD CEQA Air Quality Guidelines included screening criteria that provide lead agencies with a conservative indication of whether a proposed project could result in daily or annual emissions above 54 pounds per day (or 10 tons per year) of ROG, NO_x, or $PM_{2.5}$; or 82 pounds per day (or 15 tons per year) of PM_{10}.

The proposed development is below the screening level size of 346,000 square feet for general office buildings or 541,000 square feet for general light industry buildings; based on this it can be assumed that the project would result in a less than significant operational impact from criteria pollutant emissions. The project is also below the 277,000 square feet construction emission screen level for average daily emissions of regional pollutants.

In addition, comparison with these thresholds does not take into account the existing uses on the site. The removal of these emissions sources would also reduce the project's net emissions increase. For these reasons, the project would have a less than significant impact on regional and local air quality.

Odors

Land uses primarily associated with odorous emissions include waste transfer and recycling stations, wastewater treatment plants, landfills, composting operations, petroleum operations, food and byproduct processes, factories, and agricultural activities such as livestock operations. The proposed project does not include any of these types of land uses. In addition, the proposed project would not be sited near any and, thereby be exposed to recognized odor sources.

4.3.2.3 *Construction and Demolition Impacts*

Construction activity is anticipated to include demolition of existing buildings and paved areas, excavation, grading, building construction, paving and application of architectural coatings. During demolition, excavation, grading and some building construction activities, substantial amounts of dust could be generated. Most of the dust would result during grading activities. The amount of dust generated would be highly variable and would be dependent on the size of the area disturbed at any given time, amount of activity, soil conditions and meteorological conditions. To address fugitive dust emissions that lead to elevated PM_{10} and $PM_{2.5}$ levels near construction sites, the BAAQMD CEQA Air Quality Guidelines identify best control measures. If included in construction projects, localized dust impacts are considered less than significant.

The following measures, which shall be required of the project as conditions of approval, shall be implemented during all phases of construction on the project site to prevent visible dust emissions from leaving the site:

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- All vehicle speeds on unpaved roads shall be limited to 15 mph.
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible.
- Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.

- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
- All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified visible emissions evaluator.
- Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

4.3.3 Conclusion

With the implementation of BAAQMD's best control measures to reduce dust during construction, as required by the project conditions of approval, the project would result in less than significant air quality impacts. **[Less Than Significant Impact]**

4.4 BIOLOGICAL RESOURCES

The discussion of trees in this section is based on an arborist report prepared for the applicant by *Walter Levison Consulting Arborist* on April 2, 2013. The report is included as Appendix A to this Initial Study.

4.4.1 Regulatory Setting

4.4.1.1 *Special Status Species*

Special status species include plants or animals that are listed as threatened or endangered under the federal and/or California Endangered Species Acts (CESA), species identified by the California Department of Fish and Wildlife (CDFW) as a California Species of Special Concern, as well as plants identified by the California Native Plant Society (CNPS)[2] as rare, threatened, or endangered.

4.4.1.2 *Migratory Bird Treaty Act*

The federal Migratory Bird Treaty Act (MBTA: 16 USC Section 703, Supp. I, 1989) prohibits killing, possessing, or trading in migratory birds except in accordance with regulations prescribed by the Secretary of the Interior. This act encompasses whole birds, parts of birds, bird nests, and eggs. Construction disturbance during the breeding season could result in a violation of the MBTA such as the incidental loss of fertile eggs or nestlings, or nest abandonment.

4.4.1.3 *Mountain View Tree Preservation Ordinance*

The City of Mountain View tree regulations protect all trees designated as "Heritage" trees (Chapter 32, Article 2). Under this ordinance, a Heritage tree is defined as any one of the following:

- A tree which has a trunk with a circumference of forty-eight (48) inches or more measured at fifty-four (54) inches above natural grade;
- A multi-branched tree which has major branches below fifty-four (54) inches above the natural grade with a circumference of forty-eight (48) inches measured just below the first major trunk fork.
- Any *Quercus* (oak), *Sequoia* (redwood), or *Cedrus* (cedar) tree with a circumference of twelve (12) inches or more when measured at fifty-four (54) inches above natural grade;
- A tree or grove of trees designated by resolution of the City Council to be of special historical value or of significant community benefit.

A tree removal permit is required from the City of Mountain View for the removal of Heritage trees. It is unlawful to willfully injure, damage, destroy, move or remove a Heritage tree.

[2] The California Native Plant Society (CNPS) is a non-profit organization that maintains lists and a database of rare and endangered plant species in California. Plants in the CNPS "Inventory of Rare and Endangered Plants of California" are considered "Special Plants" by the CDFG Natural Diversity Database Program.

4.4.2 Existing Setting

4.4.2.1 *Existing Biotic Resources On-Site*

Along with most of the City of Mountain View, the project site is located in a developed urban habitat. Urban habitats include street trees, landscaping, lawns, and vacant lots, and provide food and shelter for wildlife able to adapt to the modified environment. Since the original native vegetation of the area is no longer present, native species of wildlife have been supplanted by species that are more compatible with an urbanized area.

The project site is developed with four office buildings, paved surface parking lots, pedestrian walkways, and urban landscaping, including mature ornamental trees. Wildlife habitat in developed urban areas are low in species diversity. Common species that occur in urban environments include rock pigeons, mourning doves, house sparrows, finches, and European starlings. Raptors and other avian species could forage in the project area or nest in surrounding landscaping or within buildings.

Most of the vegetation in the vicinity of the site consists of landscape trees, shrubs, and non-native herbaceous species. The site itself is entirely developed or paved, and where vegetation occurs on the site it consists primarily of ornamental landscaping and lawns, along with ruderal vegetation on unpaved areas. There are no undisturbed areas or sensitive habitats on the site. The site itself does not contain any streams, waterways, or wetlands. The nearest waterway, Stevens Creek, is located approximately 3,500 feet west of the project site.

The project site is not included in an adopted Habitat Conservation Plan or Natural Communities Conservation Plan (HCP/NCCP). Because of its urban setting and isolation from larger areas of undeveloped lands and riparian corridors, the site does not function as a movement corridor for local wildlife.

The primary biological resources on-site are the ornamental and landscape trees. Trees are predominantly located along the perimeter of the project site. There are a total of 49 trees on the project site, 17 of which are considered Heritage trees. A map showing the location of the trees on-site and their proposed disposition is provided in Figure 7. Trees range from very poor to good health with no trees in excellent health.

The proposed project will remove a total of 22 trees, nine of which are Heritage trees, including one cedar (tree # 9), two stone pines (tree #11, #12), one evergreen pear (tree #21), two cabbage palms (tree #34, #35), two European olives (tree #36, #37), and one ironbark eucalyptus (tree #49). The remaining eight Heritage trees would be retained on-site.

No rare, threatened, endangered, or special status species of flora or fauna are known to inhabit the site, and no sensitive species would be anticipated in this area of Mountain View. The special status plants and animals that have been identified as present or likely to be present in the City are primarily located in the northern area of the City in suitable habitats, such as open water, grasslands, salt ponds, and tidal marshes. Special status species are not expected to occur on or adjacent to the project site because the project site is completely developed.

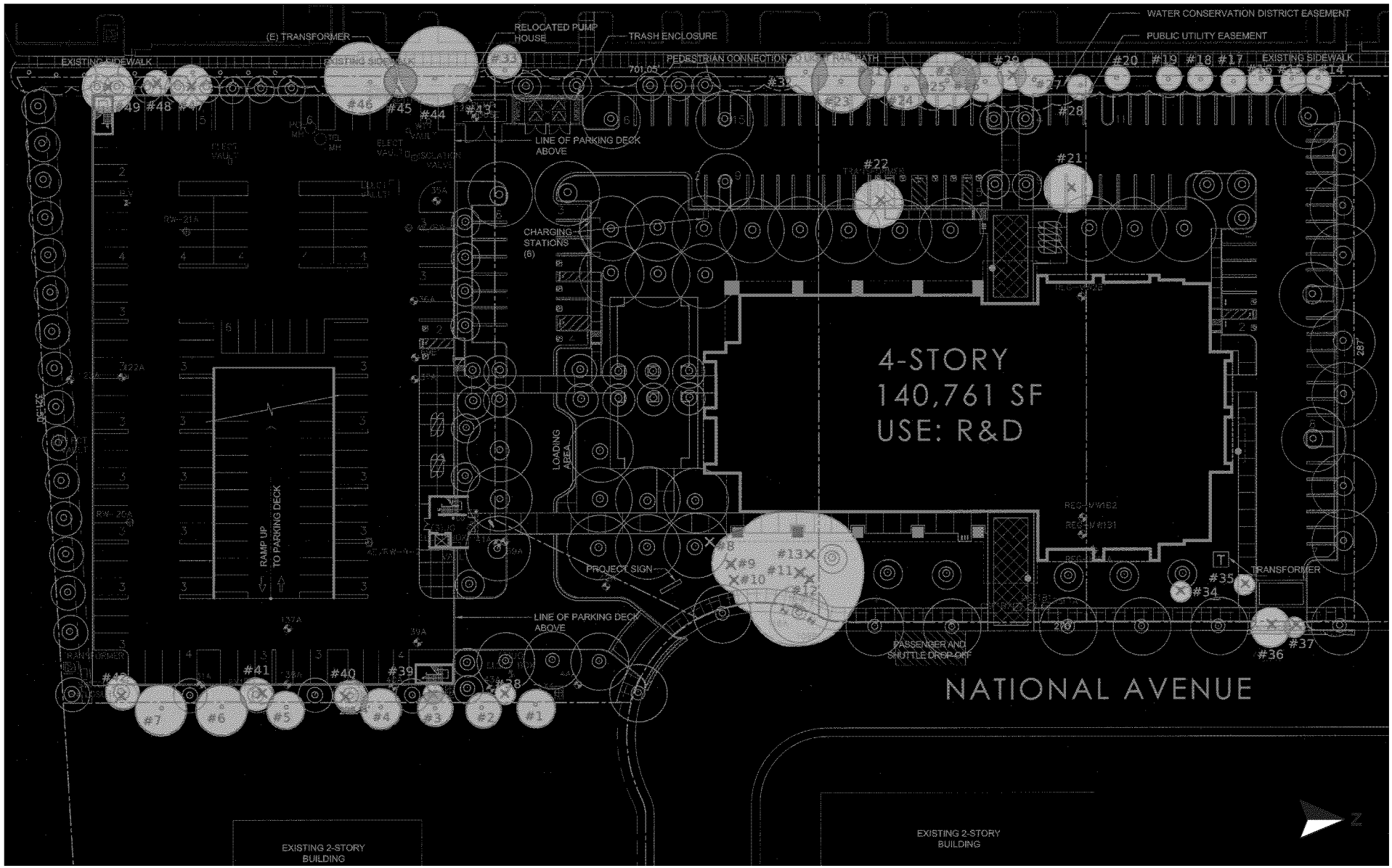
4.4.2.2 *Trees on Site*

The arborist report prepared for the project site evaluated 49 trees representing 13 different species on the site or immediately adjacent to the site. Approximately 17 of these trees qualify as Heritage trees in the City of Mountain View, as defined previously. The Heritage trees on-site are listed in Table 4.4-1.

Table 4.4-1
Existing Heritage Trees on-Site

Tree #	Common Name	Diameter at Breast Height[1] (in Inches)	Condition	Proposed Disposition
9	Deodar Cedar	28.2	Poor	**Remove**
11	Italian Stone Pine	30.7	Fair	**Remove**
12	Italian Stone Pine	33.2	Good	**Remove**
17	Coast Redwood	16.3	Fair	Remain
18	Coast Redwood	15.8	Fair	Remain
19	Coast Redwood	12.9	Fair	Remain
21	Evergreen Pear	17.8	Poor	**Remove**
23	Evergreen Pear	16.4	Poor	**Remove**
24	Evergreen Pear	23.8	Poor	**Remove**
31	Coast Redwood	10.7	Fair	Remain
32	Coast Redwood	12.4	Fair	Remain
34	Cabbage Palm	23.0	Poor	**Remove**
35	Cabbage Palm	15.2	Poor	**Remove**
36	European Olive	29.3	Poor	**Remove**
37	European Olive	22.1	Very Poor	**Remove**
46	Blackwood Acacia	15.7	Poor	Remain
49	Ironbark Eucalyptus	28.0	Very Poor	**Remove**

[1] The Mountain View Tree Preservation Ordinance uses circumference to identify Heritage trees, which can be converted to diameter as follows: 48" circumference = ~15.28" diameter, 12" circumference = ~3.8" diameter.



EXISTING TREE LEGEND AND NOTES

- EXISTING SITE TREES TO REMAIN & BE PROTECTED
- EXISTING SITE TREES TO BE REMOVED

TREE DISPOSITION PLAN

FIGURE 7

4.4.3 Environmental Checklist and Discussion of Impacts

BIOLOGICAL RESOURCES					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☒	☐	1, 2, 3, 10
2) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒	1, 2, 3
3) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒	1, 2, 3
4) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, impede the use of native wildlife nursery sites?	☐	☐	☐	☒	1, 2, 3, 10
5) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐	1, 2, 3, 9
6) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒	1, 2, 3, 10

4.4.3.1 *Impacts to Special Status Plants and Animals*

Since the entire project site is developed and disturbed by human use, and there are no wetlands or other sensitive habitat on site, the presence of any special-status species plant or animal is unlikely. For this reason, the implementation of the proposed project would not result in significant impacts to special-status species or sensitive habitats.

Impacts to Nesting Birds

Based on the highly urbanized and developed nature of the project site, natural communities or habitats for special status plant and wildlife species are not present on the site. Although unlikely, urban-adopted raptors (birds of prey) or other protected birds could use the mature trees on or near the site for nesting and foraging habitat. Raptors and nesting birds are protected by the Federal Migratory Bird Treaty Act (MBTA) and California Department of Fish and Wildlife (CDFW) Code.

The project will remove 22 trees from the project site including nine Heritage trees. Raptor or other migratory bird nests present in these trees during construction activities could result in the loss of fertile eggs or nestlings, or otherwise lead to nest abandonment. Disturbance that causes abandonment and/or loss of reproductive effort is considered a taking by the CDFW. Any loss of fertile eggs, nesting raptors, or any activities resulting in nest abandonment would constitute a significant impact.

In compliance with the MBTA and the California Fish and Wildlife Code, the proposed project shall implement the following measures, as required by City standard conditions of approval, to reduce or avoid construction-related impacts to nesting raptors and their nests.

- Nesting Bird Avoidance. To the extent practicable, vegetation removal and construction activities shall be performed from September 1 through January 31, to avoid the general nesting period for birds. If construction or vegetation removal cannot be performed during this period, pre-construction surveys shall be performed by a qualified biologist no more than two days prior to these activities, to locate any active nests.

- The applicant shall be responsible for the retention of a qualified biologist to conduct a survey of the project site and surrounding 500 feet or active nests – with particular emphasis on nests of migratory birds – if construction (including site preparation) will begin during the bird nesting season, from February 1 through August 31. If active nests are observed on either the project site or the surrounding area, the project applicant, in coordination with City staff as appropriate, shall establish no-disturbance buffer zones around the nests, with the size to be determined in consultation with California Department of Fish and Wildlife (usually 100 feet for perching birds and 300 feet for raptors). The no-disturbance buffer will remain in place until the biologist determines the nest is no longer active or the nesting season ends. If construction ceases for two days or more and then resumes during the nesting season, an additional survey will be necessary to avoid impacts on active bird nests that may be present.

4.4.3.3 *Impacts to Trees and Landscaping*

The site currently supports 49 existing landscaping trees on the project site. Based on the project site plans, 22 trees, including nine Heritage trees and 13 other trees, would be removed to facilitate the proposed redevelopment of the site, as shown in Figure 7. The 27 remaining trees would be preserved in their current location on site. A City of Mountain View Heritage tree removal permit is required before any trees could be removed from the site under a development permit.

To reduce the impacts of the loss of Heritage trees, and the impacts of construction on tree resources to remain on site, the following measures are included in the project as conditions of approval.

- The applicant shall offset the loss of each Heritage tree with a minimum of two new trees, for a total of 18 replacement trees. Each replacement tree shall be no smaller than a 24-inch box, and shall be noted on the landscape plans submitted for building permit review as Heritage replacement trees.

- Tree Protection Measures: The tree protection measures listed in the arborist's report prepared by *Walter Levison, Consulting Arborist* and dated April 2, 2013, shall be included as notes on the title sheet of all grading and landscape plans. These measures shall include, but may not be limited to, six-foot chain link fencing at the drip line, a continuous maintenance and care program, and protective grading techniques. Also, no materials may be stored within the drip line of any tree on the project site.

- Tree Mitigation and Preservation Plan: The applicant shall develop a tree mitigation and preservation plan to avoid impacts on regulated trees and mitigate for the loss of trees that cannot be avoided. Routine monitoring for the first five years and corrective actions for trees that consistently fail the performance standards will be included in the tree mitigation and preservation plan. The tree mitigation and preservation plan will be developed in accordance with Chapter 32: Articles I and II of the Mountain View City Code and subject to approval of the Zoning Administrator prior to removal or disturbance of any Heritage trees resulting from project activities, including site preparation activities.

4.4.4 Conclusion

The project will have a less than significant impact on biological resources with implementation of the measures included in the project as standard City conditions of approval. **[Less Than Significant Impact]**

4.5 CULTURAL RESOURCES

4.5.1 Existing Setting

4.5.1.1 *Prehistoric Resources*

The City completed a Cultural Resources Assessment for the 1990 General Plan Update. For the most recent 2030 General Plan update, a records search was conducted at the Northwest Information Center (NWIC) of the California Historical Resources Information System (CHRIS), including an examination of the official records and maps for archaeological sites and surveys in Santa Clara County, as well as a review of the National Register of Historic Places, the California Register of Historical Resources, the California Inventory of Historic Resources, California State Landmarks, California Points of Historical Interest, the Directory of Properties in the Historical Resources Inventory, Caltrans Local Bridge Surveys, and secondary sources pertaining to state and local prehistory and history. Based upon the research, archaeological resources were not identified on the project site.

Mountain View is situated within territory once occupied by Costanoan (also commonly referred to as Ohlone) language groups. Mountain View lies on the approximate ethnolinguistic boundary between the Tamyen and Ramaytush languages.

Ten recorded archaeological resources are recorded within Mountain View. Areas that are near natural water sources, e.g., riparian corridors and near tidal marshland, should be considered of high sensitivity for prehistoric archaeological deposits and associated human remains. The project site is more than 1,000 feet from Stevens Creek, and is not considered to be within an archaeologically sensitive area.

The project site is flat, has been developed for many years, and does not contain any unique geologic features.

4.5.1.2 *Historic Resources*

The four office/light industrial buildings on the project site were constructed between 1964 and 1970. The buildings located on 612-620, 630, and 640 National Avenue were constructed in 1964, while the building located on 401 National Ave was constructed in 1970. None of the buildings on the project site have been identified as historic properties in the City of Mountain View, or as eligible properties for the California Register of Historical Resources (CRHR) or the National Register of Historic Places (NRHP). No historic buildings or structures are located on or adjacent to the site.

4.5.2 Environmental Checklist and Discussion of Impacts

CULTURAL RESOURCES					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Cause a substantial adverse change in the significance of an historical resource as defined in §15064.5?	☐	☐	☐	☒	1, 2, 3, 13
2) Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?	☐	☐	☒	☐	1, 2, 3
3) Directly or indirectly destroy a unique paleontological resource or site, or unique geologic feature?	☐	☐	☐	☒	1, 2, 3
4) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐	1, 2, 3

4.5.2.1 *Prehistoric Resources Impacts*

There are no known buried prehistoric or historic resources on the site. The site has been previously disturbed for construction and development of the office buildings on the site.

Although the likelihood of encountering buried cultural resources is low, the disturbance of these resources, if they are encountered during excavation and construction, could create an impact. The project will be required to comply with the City's standard conditions of approval, which include measures to avoid or reduce impacts to unknown cultural resources.

- Discovery of Archaeological Resources. If prehistoric, or historic-period cultural materials are unearthed during ground-disturbing activities, it is recommended that all work within 100 feet of the find be halted until a qualified archaeologist and Native American representative can assess the significance of the find. Prehistoric materials might include obsidian and chert flaked-stone tools (e.g., projectile points, knives, scrapers) or tool-making debris; culturally darkened soil ("midden") containing heat-affected rocks and artifacts; stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered-stone tools, such as hammerstones and pitted stones. Historic-period materials might include stone, concrete, or adobe footings and wall, filled wells or privies, and deposits of metal, glass, and/or ceramic refuse. If the find is determined to be potentially significant, the archaeologist, in consultation with the Native American representative, will develop a treatment plan that could include site avoidance, capping, or data recovery.

- Discovery of Human Remains. In the event of the discovery of human remains during construction or demolition, there shall be no further excavation or disturbance of the site within a 50 foot radius of the location of such discovery, or any nearby area reasonably suspected to overlie adjacent remains. The Santa Clara County Coroner shall be notified and shall make a determination as to whether the remains are Native American. If the Coroner determines that the remains are not subject to his/her authority, he/she shall notify the Native American Heritage Commission, which shall attempt to identify descendants of the deceased Native American. If no satisfactory agreement can be reached as to the disposition of the remains pursuant to this State law, then the landowner shall reinter the human remains and items associated with Native American burials on the property in a location not subject to further subsurface disturbance.

  A final report shall be submitted to the City's Community Development Director prior to release of a Certificate of Occupancy. This report shall contain a description of the mitigation programs and its results, including a description of the monitoring and testing resources analysis methodology and conclusions, and a description of the disposition/curation of the resources. The report shall verify completion of the mitigation program to the satisfaction of the City's Community Development Director.

4.5.2.2 *Historic Resources Impacts*

The proposed project would demolish and remove the existing buildings on the site, as well as pavement, a number of trees, utilities, and other improvements.

The buildings on site are not listed or considered eligible for listing on any federal, state, or Mountain View lists of historical significance (including recent city-wide historical surveys). For these reasons, the demolition of these buildings and other site clearing activities would have a less than significant impact on historic resources. The project would not impact historic resources identified near the project site.

4.5.3 Conclusion

With the implementation of the measures included in the project as standard conditions of approval, the project would result in a less than significant cultural resources impact. **[Less Than Significant Impact]**

4.6 GEOLOGY

The discussion in this section is based in part on the Geotechnical Investigation prepared by *Silicon Valley Soil Engineering* in October 2013. This report is included as Appendix B of this Initial Study.

4.6.1 Regulatory Background

A number of laws and regulations related to geology and soils apply to the proposed development on the project site, including the following:

The **Alquist-Priolo Earthquake Fault Zoning (AP) Act** was passed into law following the destructive 1971 San Fernando earthquake. The AP Act provides a mechanism for reducing losses from surface fault rupture on a statewide basis. The intent of the AP Act is to ensure public safety by prohibiting the siting of most structures for human occupancy across traces of active faults that constitute a potential hazard to structures from surface faulting or fault creep.

Following the 1989 Loma Prieta earthquake, the **Seismic Hazards Mapping Act (SHMA)** was passed by the California legislature in 1990 to protect the public from the effects of strong ground shaking, liquefaction, landslides and other seismic hazards. The SHMA established a state-wide mapping program to identify areas subject to violent shaking and ground failure; the program is intended to assist cities and counties in protecting public health and safety. The SHMA requires the State Geologist to delineate various seismic hazard zones and requires cities, counties, and other local permitting agencies to regulate certain development projects within these zones. As a result, the California Geological Survey (CGS) is mapping SHMA Zones and has completed seismic hazard mapping for the portions of California most susceptible to liquefaction, ground shaking, and landslides, which include the central San Francisco Bay Area and Los Angeles basin.

4.6.2 Existing Setting

4.6.2.1 *Geology, Soils, and Topography*

Regional Geology

The project site is located in the Santa Clara Valley, an alluvial basin, bound by the Santa Cruz Mountains to the west, the Hamilton/Diablo Range to the east, and the San Francisco Bay to the north. The Santa Clara Valley was formed when sediments derived from the Santa Cruz Mountains and the Hamilton/Diablo Range were exposed by continued tectonic uplift and regression of the inland sea that had previously inundated this area. Bedrock in this area is made up of the Franciscan Complex, a diverse group of igneous, sedimentary, and metamorphic rocks of Upper Jurassic to cretaceous age (70 to 140 million years old). Overlaying the bedrock at substantial depths are marine and terrestrial sedimentary rocks of Tertiary and Quaternary age.

Site Topography

The site is relatively flat and slopes slightly down towards the north. The site elevation is approximately 50 feet above sea level. The nearest waterway to the project site is Stevens Creek, approximately 3,500 feet to the west.

Stevens Creek flows north towards San Francisco Bay, which is located approximately 1.7 miles north of the project site.

The project site is not located within a 100-year flood hazard zone. According to the Flood Insurance Rate Map (FIRM) prepared by the Federal Emergency Management Agency (FEMA) for the project area, the site is located within Zone X, which is defined as "Areas of 0.2 percent annual chance flood; areas of one percent annual chance flood with average depths of less than one-foot or with drainage areas less than one square mile; and areas protected by levees from one percent annual chance flood."[3]

Site Soils

The project site is primarily underlain by Urbanland-Hangerone complex soils of zero to two percent slopes.[4] These soils are clay alluvium soils derived from metamorphic or sedimentary rock.

Five subsurface exploratory test borings were drilled on the site in October 2013 for the geotechnical study (Appendix B). Borings were drilled to depths of 16.5 feet, 41.5 feet, and 51.5 feet. The B-3 boring (51.5 feet boring) encountered two inches of asphalt concrete over six inches of aggregate base. Below the pavement section to the depth of ten feet, a black, moist very stiff silty clay layer was encountered. From the depths of ten feet to 14 feet, the soil became olive brown, moist, medium dense, gravelly clayey sand. Between 14 feet to 23 feet, an olive brown to gray, moist, dense sandy gravel layer was encountered. From the depths of 23 feet to 30 feet, the soil became olive brown, moist, very stiff, silty clay. From 30 feet to 34 feet, a brown, moist, very stiff gravelly sandy silty clay layer was observed. From the depths of 34 feet to 42 feet, the soil became olive brown, moist, dense sandy gravel. The gravel was one inch in maximum diameter, sub-rounded, and poorly graded. Between 42 feet and the end of the boring at 51.5 feet, an olive brown, moist, very stiff sandy clay layer was present. Similar soil profiles were encountered in the other four borings on site.

Groundwater

Groundwater was initially encountered in all borings at the depth of 10 feet and rose to a static level of eight feet at the end of the drilling operation. The depth to groundwater can vary seasonally, and can be influenced by underground drainage patterns, regional fluctuations, and other factors. Historic high groundwater in the area has been identified at five feet below grade. The near-surface soils on site are considered to have a high expansion potential to wetting and drying cycles.

4.6.2.2 *Seismicity and Seismic Hazards*

The project site is located within the seismically active San Francisco Bay region, but is not located within a currently designated Alquist-Priolo Earthquake Fault Zone. The major earthquake faults in the project area are the San Andreas Fault, located approximately eight miles southwest of the site, and the main Hayward Fault, which is located approximately ten miles east of the project site.

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[3] Federal Emergency Management Agency. *Flood Insurance Rate Map, Community Panel No. 06085C0045H.* Map. Effective Date: May 18, 2009.

[4] United States Department of Agriculture, Natural Resources Conservation Service. "Web Soil Survey: Santa Clara Area, California, Western Part (CA641)." Accessed November 7, 2013. Available at: http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx

These regional faults are capable of generating earthquakes of at least 7.0 in magnitude.

The Association of Bay Area Governments (ABAG) has reported that the Working Group on California Earthquake Probabilities (2007) has estimated that there is a 63 percent probability that one or more major earthquakes would occur in the San Francisco Bay Area between 2007 and 2036. As seen with damage in San Francisco and Oakland due to the 1989 Loma Prieta earthquake that was centered about 50 miles south of San Francisco, significant damage can occur at considerable distances. Higher levels of shaking and damage would be expected for earthquakes occurring at closer distances.

Liquefaction

Liquefaction is the result of seismic activity and is characterized as the transformation of loose water-saturated soils from a solid state to a liquid state during ground shaking. During ground shaking, such as during earthquakes, cyclically induced stresses may cause increased pore water pressures within the soil voids, resulting in liquefaction. Liquefied soils may lose shear strength that may lead to large shear deformations and/or flow failure under moderate to high shear stresses, such as beneath foundations or sloping ground.

The project site is located in a state-designated Liquefaction Hazard Zone (2006), as well as a Santa Clara County Liquefaction Hazard Zone (2003), and investigations for the geotechnical report indicate the site has a marginally minimal potential for earthquake-induced liquefaction (Appendix B).

4.6.3 Environmental Checklist and Discussion of Impacts

GEOLOGY AND SOILS	Potentially Significant Impact	Less Than Significan With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					
a) Rupture of a known earthquake fault, as described on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	☐	☐	☒	☐	1, 3, 12
b) Strong seismic ground shaking?	☐	☐	☒	☐	1, 3, 12
c) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐	1, 3, 12
d) Landslides?	☐	☐	☐	☒	1, 3, 12

GEOLOGY AND SOILS					
	Potentially Significant Impact	Less Than Significan With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
2) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒	1, 3, 14, 15
3) Be located on a geologic unit or soil that is unstable, or that will become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐	1, 3, 14, 15
4) Be located on expansive soil, as defined in Section 1802.3.2 of the California Building Code (2007), creating substantial risks to life or property?	☐	☐	☒	☐	1, 3, 14, 15
5) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒	1

4.6.3.1 *Geologic and Soils Impacts*

The project site would not be exposed to slope instability, erosion, or landslide related hazards due to the relatively flat topography of the site and surrounding areas. Excavation and grading would occur to prepare the project site for new construction. The project does not propose any below-grade development.

Surface soil samples indicated an extremely high expansion potential at the project site. Fluctuations in soil moisture can cause expansive soils to shrink and swell, thereby compromising the integrity of foundations, pavements, and exterior flatwork.

The proposed project will be designed and constructed in accordance with standard engineering safety techniques and in conformance with a final design-specific geotechnical report prepared for the site (see Appendix B). Review of design specifications by a qualified geotechnical specialist and monitoring of the site preparation and installation of the building and utilities to insure conformance with required design specifications as conditions of approval:

- The applicant shall have a design-level geotechnical investigation prepared which includes recommendations to address and mitigate geologic hazards in accordance with the specifications of CGS Special Publication 117, Guidelines for Evaluating and Mitigating Seismic Hazards, and the requirements of the Seismic Hazards Mapping Act. The report will be submitted to the City prior to the issuance of building permits, and the recommendations made in the geotechnical report will be implemented as part of the project.

Recommendations may include considerations for design of permanent below-grade walls to resist static lateral earth pressures, lateral pressures causes by seismic activity, and traffic loads; method for back-draining walls to prevent the buildup of hydrostatic pressure; considerations for design of excavation shoring system; excavation monitoring; and seismic design.

4.6.3.2 *Seismicity and Seismic Hazards*

As previously discussed, the project site is located in a seismically active region and, as such, strong to very strong ground shaking would be expected during the lifetime of the proposed project. While no active faults are known to cross the project site, ground shaking on the site could damage buildings and other proposed structures and threaten residents and occupants of the proposed development.

Liquefaction

The project site is located in a Santa Clara County Liquefaction Hazard Zone, and the geotechnical engineering study concluded that the site has a marginally minimal potential for liquefaction (Appendix B). Specifically, the geotechnical investigation identified a minimal liquefaction-induced settlement on the order of 0.3 inches could occur.

To avoid or minimize potential damage from seismic shaking and liquefaction, all portions of the project will be designed and constructed in accordance with City of Mountain View requirements and seismic design guidelines for Seismic Design Category D in the current (2013) California Building Code. Specific recommendations contained in the geotechnical report prepared for the site shall also be implemented to the satisfaction of the City of Mountain View Building Inspection Division.

4.6.4 Conclusion

With the use of standard engineering and seismic design techniques and conformance with regulatory standards required by the City of Mountain View and the State of California, construction of the proposed project would result in less than significant geology or soils impacts, and would not significantly expose people or structures to adverse seismic risks. **[Less Than Significant Impact]**

4.7 GREENHOUSE GAS EMISSIONS

4.7.1 Introduction and Regulatory Background

Unlike emissions of criteria and toxic air pollutants, which have local or regional impacts, emissions of greenhouse gases (GHGs) have a broader, global impact. Global warming is a process whereby GHGs accumulating in the atmosphere contribute to an increase in the temperature of the earth's atmosphere. The principal GHGs contributing to global warming are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and fluorinated compounds. Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the transportation, industrial/manufacturing, utility, residential, commercial, and agricultural sectors.

4.7.1.1 *State of California*

AB 32 and CEQA

In September 2006, Governor Schwarzenegger signed the Global Warming Solutions Act (Assembly Bill (AB) 32), which was created to address the Global Warming situation in California. The Act requires that the GHG emissions in California be reduced to 1990 levels by 2020. In June 2005, the Governor of California signed Executive Order S-3-05 which identified CalEPA as the lead coordinating State agency for establishing climate change emission reduction targets in California. Under Executive Order S-3-05, the state plans to reduce GHG emissions to 80 percent below 1990 levels by 2050. Additional state law related to the reduction of greenhouse gas emissions includes SB 375, the Sustainable Communities and Climate Protection Act (see discussion below).

The California Natural Resources Agency, as required under state law (Public Resources Code Section 21083.05) amended the state CEQA Guidelines to address the analysis and mitigation of greenhouse gas emissions. In these changes to the CEQA Guidelines, Lead Agencies, such as the City of Mountain View, retain discretion to determine the significance of impacts from greenhouse gas emissions based upon individual circumstances. Neither CEQA nor the CEQA Guidelines provide a specific methodology for analysis of greenhouse gases and under the amendments to the CEQA Guidelines, a Lead Agency may describe, calculate or estimate greenhouse gas emissions resulting from a project and use a model and/or qualitative analysis or performance based standards to assess impacts.

As outlined in Section 15183.5 of the CEQA Guidelines (*Tiering and Streamlining the Analysis of Greenhouse Gas Emissions*), public agencies also may analyze and mitigate significant greenhouse gas emissions in a plan for the reduction of greenhouse gas emissions that has been adopted in a public process following environmental review. The City of Mountain View adopted a Greenhouse Gas Reduction Program as a part of its General Plan Update on July 10, 2012 (refer to *Section 4.7.1.3*, below).

Senate Bill 375

Senate Bill 375 (SB 375), also known as the Sustainable Communities and Climate Protection Act of 2008, requires regional transportation plans to include a Sustainable Communities Strategy (SCS) that links transportation and land use planning together into a more comprehensive, integrated

process. The SCS is a mechanism for more effectively linking a land use pattern and a transportation system together to make travel more efficient and communities more livable. The result is reduced greenhouse gas emissions from passenger vehicles along with other benefits.

In 2010, the California Air Resources Board (ARB) adopted greenhouse gas (GHG) reduction targets for regions across California, as mandated by SB 375. The target for the Bay Area is a seven percent per capita reduction in GHG emissions attributable to automobiles and light trucks by 2020 and a 15 percent per capita reduction by 2035. The base year for comparison of emission reductions is 2005.

Plan Bay Area is an integrated land use and transportation plan currently being prepared to meet the regional planning requirements under SB 375. This integrated plan includes ABAG's Projections and Regional Housing Needs Allocation (RHNA) and MTC's Regional Transportation Plan (RTP) with a SCS. *Plan Bay Area*, adopted in July 2013, is the Bay Area's first plan prepared in response to SB 375.[5]

4.7.1.2 *Bay Area Air Quality Management District*

The Bay Area Air Quality Management District (BAAQMD) is the regional government agency that regulates sources of air pollution within the nine San Francisco Bay Area counties. The BAAQMD regulates GHG emissions through the following plans, programs, and guidelines.

Regional Clean Air Plans: BAAQMD and other air districts prepare clean air plans in accordance with the state and federal Clean Air Acts. The Bay Area 2010 Clean Air Plan (CAP) provides a comprehensive plan to improve Bay Area air quality and protect public health through implementation of a control strategy designed to reduce emissions and decrease ambient concentrations of harmful pollutants. The most recent CAP also includes measures designed to reduce GHG emissions.

BAAQMD CEQA Air Quality Guidelines: BAAQMD's CEQA Air Quality Guidelines include thresholds of significance for GHG emissions, and provide additional guidance for tiering under CEQA. Under the CEQA Air Quality Guidelines, a local government may prepare a qualified GHG Reduction Strategy that is consistent with AB 32 goals. If a project is consistent with an adopted qualified GHG Reduction Strategy and General Plan that address the project's GHG emissions, it can be presumed that the project will not have significant GHG emissions under CEQA.

4.7.1.3 *City of Mountain View 2030 General Plan, Greenhouse Gas Reduction Program, and General Plan and Greenhouse Gas Reduction Program EIR*

The City of Mountain View adopted the Mountain View 2030 General Plan and Greenhouse Gas Reduction Program (GGRP), and certified the General Plan and Greenhouse Gas Reduction Program EIR in July 2012. The General Plan is the guiding document for future growth of the City. The GGRP is a separate but complementary document and long-range plan that implements the greenhouse gas emissions reduction goals of the General Plan, and serves as a programmatic greenhouse gas reduction strategy for CEQA tiering purposes. The GGRP includes goals, policies,

[5] One Bay Area. "Plan Bay Area." 2012. Accessed November 7, 2013. Available at: http://onebayarea.org/regional -initiatives/plan-bay-area.html#.USz_IKK-qzk.

performance standards, and implementation measures for achieving GHG emission reductions, to meet the requirements of AB 32. The GGRP was evaluated in the certified 2030 General Plan and Greenhouse Gas Reduction Program EIR.

Emissions reductions from implementation of the GGRP come from the mandatory efficiency measures described in the GGRP; mandatory measures include exceeding Title-24 energy efficiency standards and planting shade trees. Further reductions can come from the voluntary measures such as solar thermal water heating and zero-waste recycling plans. Individual development projects that comply with the GGRP's mandatory reduction measures can be determined to not have cumulatively considerable greenhouse gas emissions impacts under CEQA.

4.7.2 Existing Site

The site is developed with four existing light industrial/office buildings containing a total of 63,312 square feet of developed space. These uses generate modest amounts of direct greenhouse gas emissions from vehicle trips made by the employees and visitors that utilize the property. Indirect GHG emissions occur from the usage of operational electricity, natural gas, water, and other sources.

4.7.3 Environmental Checklist and Discussion of Impacts

GREENHOUSE GAS EMISSIONS					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐	1, 2, 3
2) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐	1, 2, 3, 24

4.7.3.1 *Thresholds of Significance*

Consistency with the GGRP: In June 2010, the BAAQMD produced updated CEQA guidelines to implement the new State CEQA Guidelines on GHG emissions. The Mountain View Greenhouse Gas Reduction Program (GGRP) was adopted on July 10, 2012, along with the 2030 Mountain View General Plan. The GGRP is also intended to meet the mandates as outlined in the BAAQMD CEQA Guidelines and the recent standards for "qualified plans" as set forth by BAAQMD.

When preparing the GGRP, a baseline emissions inventory and targets to reduce emissions were set, and it was designed to mitigate to a less than significant level the projected GHG emissions resulting from projected growth under the General Plan.

The GGRP identifies a series of GHG emissions reduction measures to be implemented by development projects that would allow the City to achieve its GHG reduction goals. The measures center around five strategy areas: energy, waste, water, transportation, and carbon sequestration. Some measures are considered mandatory for all proposed development projects, while others are considered voluntary. Compliance with the mandatory measures ensures an individual project's consistency with the GGRP.

***Construction Emissions*:** The BAAQMD guidelines and the Mountain View GGRP do not suggest a threshold of significance for short-term construction-related GHG emission.

4.7.3.2 *Global Climate Change Impacts from the Project*

As described previously, the adopted City of Mountain View GGRP identifies a series of GHG emissions reduction measures to be implemented by development projects that would allow the City to achieve its GHG reduction goals. In the GGRP, Mandatory Measure E-1.7, which reinforces the implementation of current codes, and Mandatory Measure T-1.1, Transportation Demand Management, would apply to the proposed office project. These measures and the project's consistency with them are described in Table 4.7-1.

Table 4.7-1
Greenhouse Gas Reduction Program -- Measures Applicable to Project

Mandatory/ Voluntary	Measure	Consistency
Mandatory	Measure E-1.7: Exceed State Energy Standards in New Non-Residential Development	The proposed project would comply with Title 24 requirements for energy efficiency. This includes the installation of high efficiency lighting.
Mandatory	Measure T-1.1: Transportation Demand Management	As described in the TDM program included in the project (Appendix F), the project has a TDM single-occupancy vehicle reduction goal of 20%, and would achieve at least the required 9% reduction in peak-hour drive-alone vehicle trips for non-residential projects in the East Whisman Change Area, as required by GGRP. The TDM program includes a 20% reduction in single-occupancy peak-hour vehicle trips, 48 bicycle parking spaces, a 10% vehicle parking reduction on site, and participation in the East Whisman area Transportation Management Association.

Based upon the inclusion of the applicable greenhouse gas emissions measures, the project would be consistent with the GHG reduction measures in the adopted Mountain View GGRP. The proposed project is, therefore, consistent with the Mountain View 2030 General Plan and the resulting greenhouse gas emissions targeted for reduction in the GGRP.

Construction Emissions

Greenhouse gas emissions would be generated during construction activities on the site, including during demolition, site grading, trenching, building construction, and paving. BAAQMD guidelines and the City of Mountain View GGRP do not suggest a threshold of significance for short-term construction related GHG emissions for individual projects. Construction equipment and trucks using diesel and other fuels would be the primary source of emissions. These emissions would be temporary, and would not represent an on-going source of pollutants in the area. Emissions during the construction phase would be reduced by compliance with the construction air quality best management practices and other green building and energy efficiency measures described above, and in compliance with City requirements. For these reasons, this impact would be considered less than significant.

4.7.3.3 *Global Climate Change Impacts to the Project*

Climate change effects expected in California over the next century include reduced water supply, impacts from sea level rise, increased days per year of exceeding ozone pollution levels, and increased electricity demand, particularly in the hot summer months. These effects are not likely to affect operation of the project during the foreseeable future.

The project site is located inland from San Francisco Bay, and would not be affected by a projected sea level rise of up to 55 inches[6].

4.7.4 Conclusion

The proposed office project would not generate new greenhouse gas emissions considered to have a significant impact on global climate change. The location, density, and measures included in the project to reduce greenhouse gas emissions would not conflict with plans, policies, or regulations for reducing greenhouse gas emissions adopted by the California legislature, CARB, BAAQMD, or the City of Mountain View. **[Less Than Significant Impact]**

[6] San Francisco Bay Conservation and Development Commission. Shoreline Areas Potentially Exposed to Sea Level Rise: South Bay. 2008. Map. Available at: http://www.bcdc.ca.gov/planning/climate_change/maps/16_55/south_bay.pdf Accessed December 6, 2013.

4.8 HAZARDS AND HAZARDOUS MATERIALS

The discussion in this section is based in part on a hazardous materials summary memorandum prepared by *Cornerstone Earth Group* in November 2013. This report is included in this Initial Study as Appendix C. The appendices to this report, including Phase I ESAs and soil sampling reports for individual properties, are attached as Appendix D.

4.8.1 Introduction and Regulatory Framework

Hazardous materials encompass a wide range of substances, some of which are naturally-occurring and some of which are man-made. Examples include pesticides, herbicides, petroleum products, metals (e.g., lead, mercury, arsenic), asbestos, and chemical compounds used in manufacturing. Determining if such substances are present on or near project sites is important because, by definition, exposure to hazardous materials above regulatory thresholds can result in adverse health effects on humans, as well as harm to plant and wildlife ecology.

Due to the fact that these substances have properties that are toxic to humans and/or the ecosystem, there are multiple regulatory programs in place designed to minimize the chance for unintended releases and/or exposures to occur. Other programs set forth remediation requirements at sites where contamination has occurred.

Hazardous waste generators and hazardous materials users in the City are required to comply with regulations enforced by several federal, state, and county agencies. The regulations are designed to reduce the risk associated with the human exposure to hazardous materials and minimize adverse environmental effects. State and federal construction worker health and safety regulations require protective measures during construction activities where workers may be exposed to asbestos, lead, and/or other hazardous materials.

4.8.1.1 *Federal Laws and Regulations*

The primary federal laws regulating hazardous wastes/materials are the Resource Conservation and Recovery Act of 1976 (RCRA) and the Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA). The purpose of CERCLA, often referred to as Superfund, is to clean up contaminated sites so that public health and welfare are not compromised. RCRA provides for "cradle to grave" regulation of hazardous wastes.

Other federal laws include:

- Clean Water Act
- Clean Air Act
- Safe Drinking Water Act
- Occupational Safety and Health Act (OSHA)
- Toxic Substances Control Act (TSCA)
- Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA)

4.8.1.2 *California Laws and Regulations*

Hazardous waste in California is regulated primarily under the authority of the federal Resource Conservation and Recovery Act of 1976, and the California Health and Safety Code. Other California laws that affect hazardous waste are specific to handling, storage, transportation, disposal, treatment, reduction, cleanup and emergency planning. In California, the Environmental Protection Agency (EPA) has granted most enforcement authority of federal hazardous materials regulations to the California Environmental Protection Agency (Cal/EPA). Under the authority of Cal/EPA, the Department of Toxic Substances Control (DTSC) or the San Francisco Bay Regional Water Quality Control Board (RWQCB) is responsible for overseeing the remediation of contaminated sites in the San Francisco Bay area.

Worker health and safety and public safety are key issues when dealing with hazardous materials that may affect human health and the environment. Proper disposal of hazardous material is vital if it is disturbed during project construction. The California Department of Industrial Relations, Division of Occupational Safety and Health (DOSH) enforce state worker health and safety regulations related to construction activities. Regulations include exposure limits, protective clothing, and training requirements to prevent exposure to hazardous materials. DOSH also enforces occupational health and safety regulations specific to lead and asbestos investigations and abatement, which equal or exceed their federal counterparts.

4.8.1.3 *Local Regulations*

The routine management of hazardous materials in California is administered under the Unified Program. The Cal/EPA has granted responsibilities to the Santa Clara County Hazardous Materials Compliance Division (HMCD) for implementation and enforcement of hazardous material regulations under the Unified Program as a Certified Unified Program Agency (CUPA). Through a formal agreement with the HMCD, the Mountain View Fire Department (MVFD) implements hazardous materials programs for the City of Mountain View as a Participating Agency within the Unified Program. The Mountain View Fire Department coordinates with the HMCD to implement the Santa Clara County Hazardous Materials Management Plan and to ensure that commercial and residential activities involving classified hazardous substances are properly handled, contained, and disposed.

4.8.2 Existing Setting

4.8.2.1 *Middlefield-Ellis Whisman (MEW) Superfund Study Area*

In the 1960's and 1970's several industrial companies involved in semiconductor and electronic manufacturing operated in the City of Mountain View. While in operation, these former facilities required the storage, handling, and use of a variety of chemicals and volatile organic compounds (VOCs). During the course of operation some of the chemicals leaked or were otherwise released to the ground, impacting soil and groundwater. In 1981 and 1982, investigations in the area of these facilities indicated that significant levels of trichloroethene (TCE) had been released to the soil and groundwater.

Based on the level of contamination, the U.S. EPA under CERCLA designated the area as the Middlefield-Ellis Whisman (MEW) Superfund Study Area. The MEW is comprised of three National Priorities List (NPL) Superfund sites: Fairchild Semiconductor – Mountain View Superfund site, Raytheon Company Superfund Site, and Intel Corporation Superfund Site. The U.S. EPA's *Second Five-Year Review Report for the MEW Superfund Study Area* (September 2009) indicated that groundwater contamination from these facilities has commingled with contamination at the U.S. Navy and NASA Moffett Field Superfund site farther to the north of the MEW site.

The groundwater investigation of the MEW began in the early 1980's, and a Record of Decision (ROD) issued in 1989 selected soil and groundwater cleanup as the remedy for solvent contamination in groundwater at the MEW site. The MEW Superfund Study Area includes two areas: an approximately one-half square mile Local Study Area and a broader, approximately eight square mile Regional Study Area (Figure 8).

The individual companies responsible for investigating and remediating the soil and groundwater at their respective facilities are collectively referred to as the MEW Companies. Each individual MEW Company is responsible for investigation, cleanup, and source control for soil and groundwater contamination at their individual facility-specific properties south of U.S. Highway 101. Contaminated groundwater that has bypassed the source control areas and has mixed together with other contaminated groundwater from other source areas is considered part of the regional groundwater contamination plume, or the "regional plume."

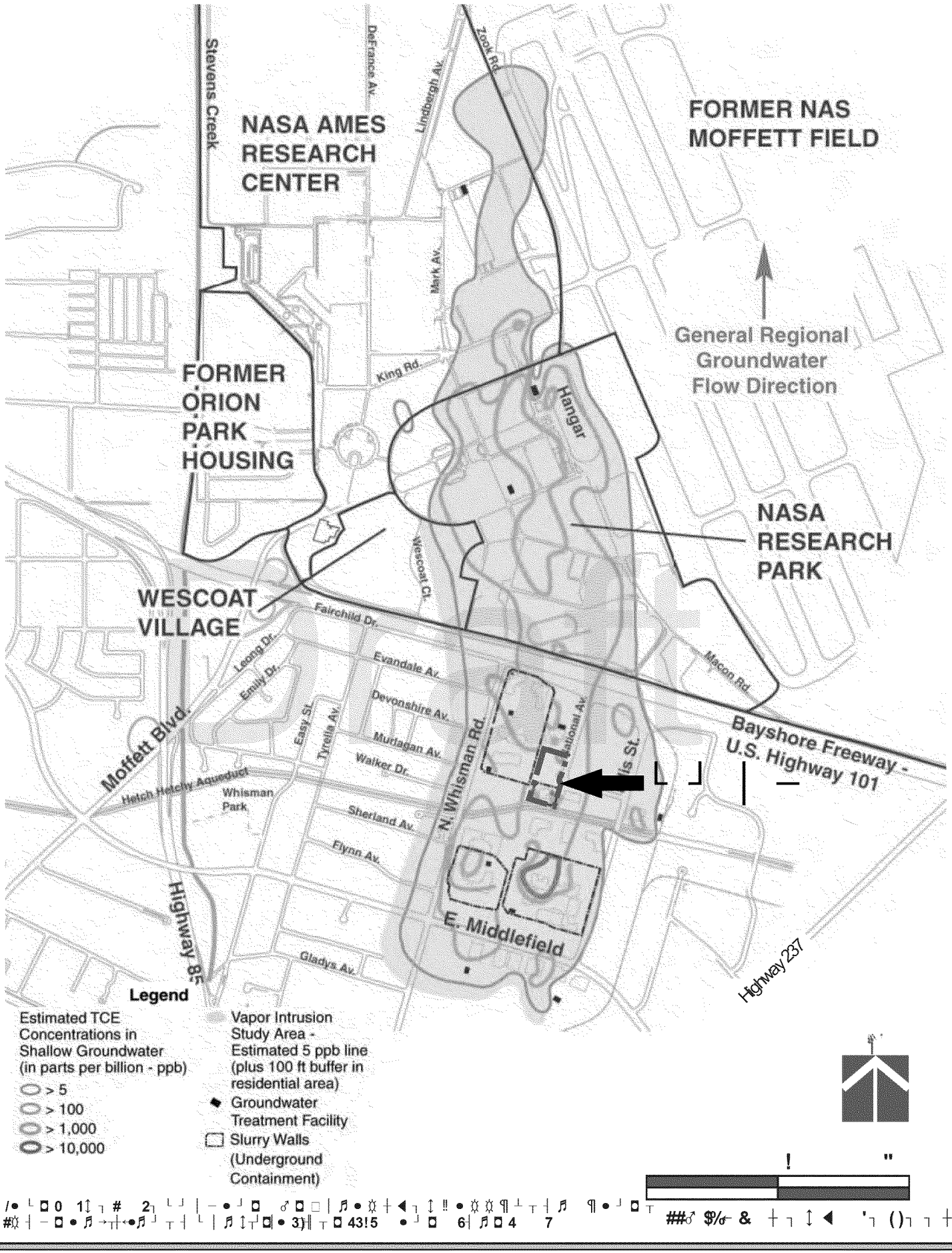
In June 1989, EPA issued a Record of Decision (ROD) selecting the soil and groundwater cleanup remedy for the MEW Study Area. The ROD states that the chemical ratio of TCE to other chemicals found at the site is such that achieving the cleanup goal for TCE will result in cleanup of other site chemicals to at least their respective federal maximum contaminant levels (MCLs). MEW Companies implemented soil and groundwater cleanup programs that included soil excavation and treatment, installation of slurry walls, soil vapor extraction and treatment systems, and groundwater extraction and treatment systems to control source areas and remove VOCs from the aquifers. Soil cleanup was completed in 2001.

The two MEW Regional Program groundwater extraction and treatment systems south and north of U.S. Highway 101 began operation in 1998 in unison to remediate and capture the regional plume, and continue today. The locations of the facility-specific source control extraction wells and groundwater treatment systems related to the project site can be seen in Figure 9.

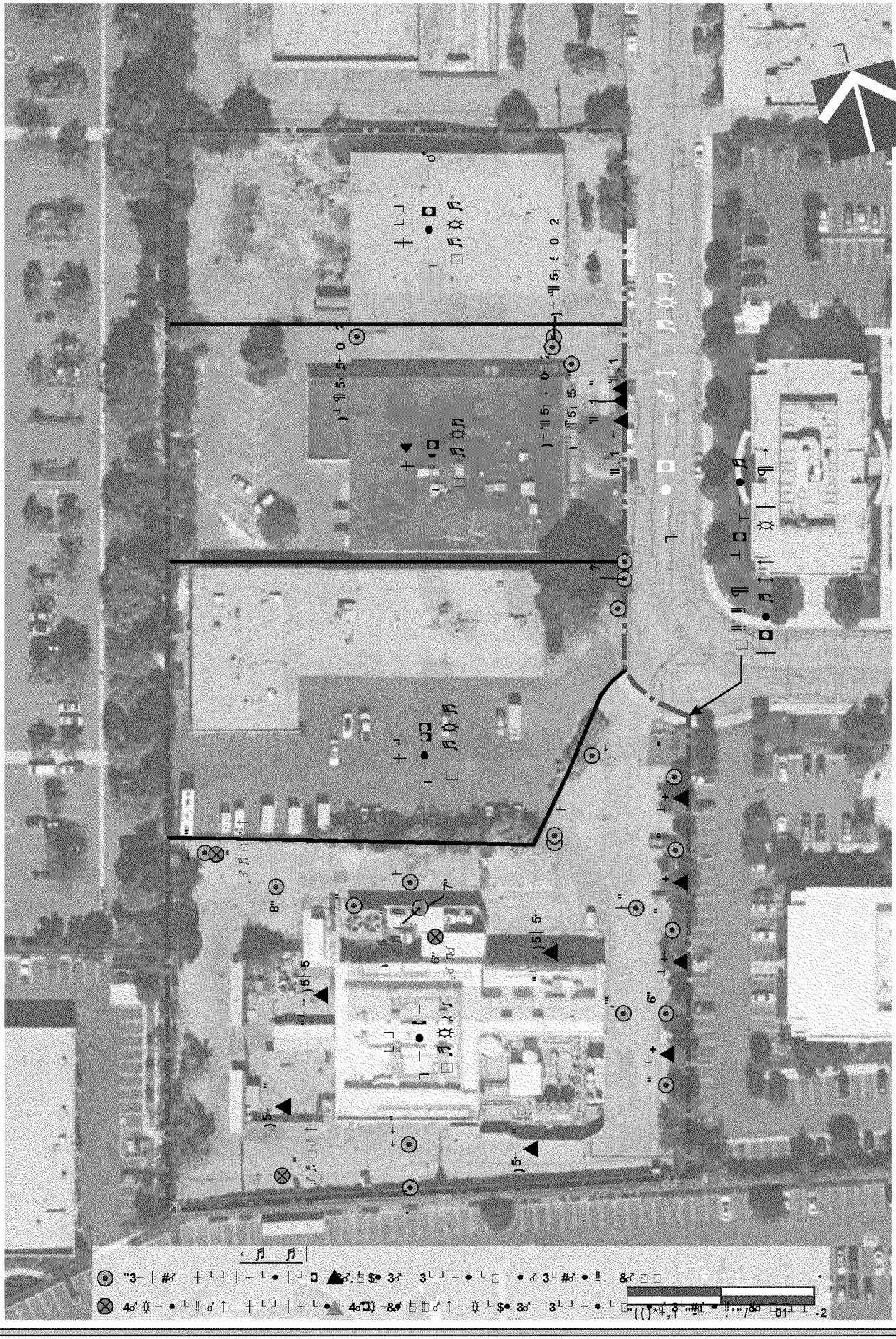
4.8.2.2 *Existing Project Site*

The proposed project site is approximately 4.8-acres in size, and is comprised of four parcels each supporting an existing office/light-industrial building. Prior to construction of the existing buildings, the parcels were used for farmland from (at least) 1939 to 1956.

All four parcels associated with the proposed project site are located in the MEW Superfund Study Area and have been subjected to groundwater contamination from the regional plume. 401 National Avenue is the only parcel that was part of the original Fairchild Semiconductor Corporation manufacturing facility (Building 9) and part of the Fairchild Superfund Site. Each of the four parcels and associated building is described in more detail below.



MIDDLEFIELD-ELLIS-WHISMAN STUDY AREA FIGURE 8



Source: Cornerstone Earth Group Report, Nov. 7, 2013

MONITORING WELL BASELINE FIGURE 9

401 National Avenue

401 National Avenue was developed with the existing single-story concrete building by 1970 and functioned as a chemical receiving and mixing site for the Fairchild Semiconductor Corporation until 1987. During that time the structure was commonly referred to as Fairchild Building 9. Soil investigations completed at 401 National Avenue in 1981 and 1982 revealed localized soil and groundwater contamination from VOCs in the area of the former Fairchild Semiconductor Building 9 facility. The investigations indicated that significant levels of TCE had been released to the soil and groundwater.

401 National Avenue is part of a joint control responsibility of Vishay General Semiconductor (formerly General Instrument Corporation), Sumitomo Mitsubishi Silicon America (formerly Siltec Corporation), and Fairchild.

Cleanup has been addressed in two stages: initial actions and a long-term remedial phase. The initial cleanup actions included tank removals, well sealing, soil removal and treatment, construction, local water extraction and treatment. In 1986, Fairchild installed a subsurface slurry wall at Building 9 that is approximately 40 feet deep, three feet thick and keyed a minimum of two feet into the A/B1 aquitard. Groundwater extraction began in 1982 from well 65A, and since then four additional source control extraction wells have been installed within the slurry wall enclosure. Three other source control extraction wells have been installed north of Building 9 and are the joint responsibility of Vishay/SUMCO and Fairchild (MEW Companies).

Soil cleanup in the initial stage included in-situ vapor extraction with treatment by vapor-phase granular activated carbon (GAC), and excavation with treatment of aeration. In 1995, 3,000 cubic yards of soil were excavated to a depth of six feet and aerated. A soil vapor extraction (SVE) system operated from 1996 to 1997 to remediate soil from a depth of approximately six feet to 1.5 feet above the water table. Soil samples indicated that soil cleanup standards both inside and outside the slurry wall have been met. All soil remediation was completed by 2001.[7]

The site is currently in the long-term remedial phase, which consists of extraction and treatment of groundwater by air stripping towers and liquid-phase GAC. Groundwater cleanup goals are five micrograms per liter (µg/L) for TCE in shallow groundwater (A and B zones) and 0.8 µg/L for deep groundwater (C and Deep zones). Fourteen monitoring wells are used to evaluate groundwater quality at 401 National Avenue. The most recent tenant was Adema Technologies, who utilized the facility for growing crystals for photovoltaic systems and warehousing until 2012.

The Phase I ESA prepared in 2013 noted multiple empty 55-gallon drums and several containers of motor oil and automotive fluids on the parcel.

[7] United States Environmental Protection Agency. "Middlefield-Ellis-Whisman (MEW) Study Area Site Overview". 2013. Accessed November 27, 2013. http://yosemite.epa.gov/R9/SFUND/R9SFDOCW.NSF/7508188dd3c992a8825742600743735/e4b75798264cff7988257007005e946e!OpenDocument

612-620 National Avenue

612, 614, 616, 618, and 620 National Avenue are collectively referred to as "620 National Avenue" and the site developed with the existing single-story concrete building by 1964. The 620 National Avenue site has been occupied by various commercial office, warehouse and light industrial tenants since construction. Current occupants include Honda (612 National Avenue), Sigura Construction (614 National Avenue), Guide Tech (616 National Avenue), Minuteman Press (618 National Avenue), and Fun House Theatrical (620 National Avenue).

630 National Avenue

630 National Avenue was developed with the existing concrete structure by 1964 and has been occupied by multiple industrial tenants, including Testing and Controls Chemical Laboratory, Daytron Inc., Shadan Inc., Technitron, and Domo PCB Inc. Technitron occupied the site from 1984 until production ceased in 2008. Technitron, a circuit board manufacturing facility, stored hazardous materials on site as part of daily operations. These materials were classified by the Mountain View Fire Department as various combustible liquids, corrosive liquids, corrosive solids, flammable gases, flammable liquids, non-regulated liquids and solids, and oxidizer liquids and solids. During Technitron's occupancy, various violations were noted, including administrative, hazardous material storage, and fire safety violations.

A Phase II soil quality investigation involved the collection of soil samples from three locations within the building. Concentrations of VOCs and metals were reported at less than the current Water Board Environmental Screening Levels (ESLs) and U.S. EPA Regional Screening Levels (RSLs) for residential land use, which has a lower threshold level than commercial land use. There are no California Human Health Screening Levels (CHHSLs) established for these VOCs in soil.

A walk-through site assessment of 630 National Avenue by Environmental Risk Specialties Corporation (ERS) in 2008 conducted as part of the formal facility closure, reported a below grade sump. The sump was emptied, cleaned, verification tested, filled with gravel and capped with a concrete slab. The Mountain View Fire Department issued a Facility Closure letter in March 2010.

A Phase II ESA was performed in 2011 for a potential property buyer. Soil samples were analyzed for VOCs and metals. The VOC concentrations were less than ESL, and RSL for residential uses. The metal concentrations were also less than their respective CHHSLs and RSLs for residential uses. Indoor and outdoor air samples were also collected and TCE was detected above the EPA's long-term indoor air cleanup level of five µg/m. A Preliminary Endangerment Assessment (PEA) was prepared to determine if conditions exist that could pose a risk to human health or the environment. The report concluded that the only environmental concerns identified are possible indoor air impacts from solvents in groundwater that originated from off-site sources. The DTSC reviewed and approved the PEA in October 2013.

640 National Avenue

640 National Avenue was developed with the existing concrete structure by 1964. Baumbach Engineering Company has utilized the site as a molded plastic machine and manufacturing shop since 1975. The facility receives plastic pellets in 55-gallon drums, which are then placed in the

machines to mold various plastic products. The facility operations have not significantly changed since 1975.

Site Hydrogeology

The project site is located in the northern portion of the Santa Clara Valley Groundwater Sub-basin, the northernmost of three interconnected groundwater basins in Santa Clara County. The sub-basin is divided into upper and lower water bearing zones. The upper water-bearing zone is subdivided into two water-bearing zones: the A zone (at approximate depth of 20 to 45 feet) and the B zone (at approximate depth of 50 to 160 feet), which is separated by the A/B aquitard.[8] The B zone is subdivided into the B1, B2, and B3 zones. The lower-water bearing zone extends to an approximate depth of 240 feet and is subdivided into the C zone and the Deep zone. The B/C aquitard separates the upper and lower water-bearing zones and is the major confining layer beneath the project site.

Local groundwater generally flows to the north; however, construction of underground slurry walls like the one at 401 National Avenue may have altered the water flow in certain locations, resulting in groundwater flowing to the west or east around existing slurry walls.

4.8.2.3 *Lead-based Paint and Asbestos-Containing Materials (ACM)*

Lead-based paint was commonly used in the construction of buildings prior to being phased out of regular use in California starting in 1978. Because some of the existing on-site buildings were constructed prior to this time, these buildings may contain lead-based paint.

Based on their age, several of the buildings on site may have been constructed with asbestos-containing materials (ACM).

4.8.2.4 *Potential Off-Site Sources of Contamination*

The regulatory database search found several sites in the vicinity of the project site listed on hazardous materials release and/or storage databases. The Middlefield-Ellis-Whisman Study Area, as discussed above, has the greatest potential to affect environmental conditions at the project site.

The remaining off-site sources of contamination in the surrounding area are not anticipated to affect the project site for one or more of the following reasons:

- the listed site has received a case closure by the appropriate regulatory agency;
- the listed site is located either cross-gradient or down-gradient with respect to groundwater flow direction;
- the case only involves soil contamination; and/or
- the listed site is located far enough from the project site to not pose a risk.

[8] An aquitard is defined as a layer of rock or sediment with extremely low permeability.

4.8.2.5 *Other Hazards*

The proposed project site is approximately one mile west of the Moffett Federal Airfield, the closest airport to the project site. Airport safety zones are established to minimize the number of people exposed to potential aircraft accidents in the vicinity of the airport by imposing density and use limitations within these zones. The safety zones are related to runway length and expected use. The project site is not within the airport safety zone for Moffett Federal Airfield.

The Airport Influence Area (AIA) is a composite of the areas surrounding the airport that are affected by noise, height, and safety considerations. The AIA is defined as a feature-based boundary around the airport within which all actions, regulations and permits must be evaluated by local agencies to determine how the Airport Comprehensive Land Use Plan policies may impact the proposed development. This evaluation is to determine that the development meets the conditions specified for height restrictions, and noise and safety protection to the public. The project is within the airport influence area for Moffett Federal Airfield.

The project site is located in a developed urban area and is not located in a very high hazard zone for wildland fires.

4.8.3 Environmental Checklist and Discussion of Impacts

HAZARDS AND HAZARDOUS MATERIALS					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☒	☐	☐	1, 3, 14
2) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐	1, 3, 14
3) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒	1, 3, 14
4) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☒	☐	☐	1, 3, 16

HAZARDS AND HAZARDOUS MATERIALS					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
5) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☒	☐	1, 17
6) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒	1
7) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒	1, 2
8) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒	1

4.8.3.1 *On-Site Sources of Contamination*

The proposed project site is located in the MEW Superfund Study Area and is impacted by the past release of the volatile organic compound TCE. The US EPA has determined that there are potential health risks associated with long-term exposure to TCE and other chemicals of concern through the vapor intrusion pathway in existing and future buildings overlying the shallow groundwater contamination.

The US EPA is the lead regulatory agency responsible for directing the cleanup; the Water Board is the support regulatory agency. Based on this oversight, the property owner and developer will be required to cooperate with US EPA, Water Board and MEW Companies for the on-going remediation/monitoring activities at the site.

The project site can only be developed in a manner that will allow complete access to the site for continued remediation and monitoring activities by the MEW Companies. The selected remedy to address the vapor intrusion pathway and to protect the health of building occupants in the Vapor Intrusion Study Area consists of the following:

- For future buildings and new construction – Installation of a Vapor Barrier and an Active and Passive Sub-slab Ventilation System, and
- Implementation of Institutional Controls.

These measures are described in more detail below.

Impact HAZ-1: Residual hazardous materials contamination in building materials, soils, and groundwater could expose construction workers or future employees to hazardous materials on site. **[Significant Impact]**

Mitigation Measures: The following mitigation measures are included in the project to reduce construction worker or future employee exposure to hazardous materials contamination.

MM HAZ-1.1: Groundwater monitoring wells, extraction wells, conveyance piping, and grout curtain walls are located on-site. Construction measures shall be implemented to protect these features during construction. The US EPA, the Regional Water Quality Control Board, the Santa Clara County Department of Environmental Health (SCCDEH), and MEW Companies shall be notified in writing of construction activities in these areas, and at a minimum, these areas shall be cordoned off using delineators and caution tape, or similar materials by the General Contractor. Upon completion of construction activities, the wells and piping shall be inspected by an Environmental Professional to determine if they have been damaged. If these on-site features require decommissioning or relocation, the property owner and developer shall obtain the written approval by the US EPA, Water Board, the SCCDEH, and/or the responsible MEW Companies; permits may be required.

MM HAZ-1.2: A Health and Safety Plan (HSP) shall be developed to establish appropriate protocols for working in hazardous materials. Workers conducting site investigation and earthwork activities in areas on contamination shall complete a 40-hour HAZWOPER training course (29 CFR 1910.120 (e)), including respirator and personal protective equipment training. Each contractor shall be responsible for the health and safety of their employees as well as for compliance with all applicable federal, state, and local laws and guidelines. This document shall be provided to the City of Mountain View, U.S. EPA, the Santa Clara County Department of Environmental Health, and the Regional Water Quality Control Board for review.

MM HAZ-1.3: During demolition and construction activities, contaminated material may be encountered. A Site Management Plan (SMP) shall be prepared by an Environmental Professional to establish management practices for handling contaminated soil, soil vapor, groundwater or other materials. This document shall be provided to the City of Mountain View, US EPA, the Santa Clara County Department of Environmental Health, and the Regional Water Quality Control Board for review and approval. The SMP shall include the protocols, means and methods to implement the following:

- Site control procedures shall be described to control the flow of personnel, vehicles and materials in and out of the site.

- Prior to the start of any construction activity that involves below ground work (e.g., mass grading, foundation construction, excavating or utility trenching), information regarding site risk management procedures (e.g., a copy of the SMP) will be provided to the Contractors for their review, and each Contractor shall provide such information to its Subcontractors.

- Measures shall be described to minimize dust generation, storm water runoff and tracking of soil off-site.

- Demolition activities shall be performed in a manner to minimize airborne dust.

- If excavation dewatering is required, protocols shall be prepared to evaluate water quality and discharge/disposal alternatives; the pumped water shall not be used for on-site dust control or any other on-site use. If long-term dewatering is required, the means and methods to extract, treat and dispose groundwater also shall be presented.

- Protocols for conducting earthwork activities in areas where impacted soil, soil vapor and/or groundwater are present or suspected shall be provided. Worker training requirements, health and safety measures and soil handing procedures shall be described.

- Decontamination procedures shall be established and implemented by the Contractor to reduce the potential for construction equipment and vehicles to release contaminated soil onto public roadways or other off-site transfer.

- Perimeter air monitoring shall be conducted at the site during any activity the significantly disturbs site soil (e.g., mass grading, foundation construction excavation or utility trenching) to document the effectiveness of dust control measures.

- Protocols to be implemented if buried structures, wells, debris, or unidentified areas of impacted soil are encountered during site development activities.

- Protocols shall be prepared to characterize/profile soil suspected of being contaminated so that appropriate mitigation, disposal or reuse alternatives, if necessary, can be implemented. Soil in contact with groundwater shall be assumed contaminated. All soil excavated and transported from this site shall be appropriately disposed at a permitted facility.

- Stockpiling protocols shall be developed for "clean" and "impacted" soil.

- Procedures shall be developed to evaluate and document the quality of any soil imported to the site. Soil containing chemicals exceeding residential (unrestricted use) screening levels or typical background concentrations of metals shall not be accepted.

- Methods to monitor excavations and trenches for the potential presence of VOC impacted vapors shall be presented.

- Methods to mitigate the potential for vapor intrusion of VOC vapors into the planned structure shall be described.

- Protocols shall be presented to evaluate if the residual contaminants will adversely impact the integrity of below ground utility lines and/or structures (e.g., the potential for corrosion).

- Appropriate measures shall be implemented to reduce soil vapor and groundwater migration through trench backfill and utility conduits. Such measures shall include placement of low-permeability backfill "plugs" at specified intervals on-site and at all locations where the utility trenches extend off-site. In addition, utility conduits that are placed below groundwater shall be installed with water-tight fittings to reduce the potential for groundwater to migrate into the conduits.

- Because the site is known to have pollutants with the potential for mobilization, the Civil Engineer shall design the bottom and sides of the vegetated swales and water features (if incorporated into the building design) to be lined with a minimum 10-mil[9] heavy duty plastic to help prevent site infiltration.

- Upon completion of construction activities, the Environmental Professional will prepare a report documenting compliance with the Site Management Plan; this report shall be submitted to the City of Mountain View, the US EPA, the Santa Clara County Department of Environmental Health, and Regional Water Quality Control Board.

MM HAZ-1.4: The developer shall provide a Vapor Mitigation Report with the Vapor Barrier and Active and Passive Sub-slab Ventilation System plans and monitoring program to the City of Mountain View, the US EPA, the Santa Clara County Department of Environmental Health, and the Regional Water Quality Control Board for review and approval. The vapor control measures shall also be identified in the Site Management Plan (SMP), implemented as a

[9] 1 mil = 0.001 inch

part of the development plans. If a deep foundation system is planned, the foundation of the building shall incorporate measures to help reduce the potential for the downward migration of contaminated groundwater. These measures shall be identified in the Geotechnical Investigation report and the Site Management Plan (SMP) and implemented as a part of the development plans.

MM HAZ-1.5: Permit(s) will be required for facility closure (i.e. demolition, removal, or abandonment) of any facility or portion of a facility (e.g. lab) where hazardous materials are used or stored. At a minimum, the City of Mountain View Fire Department will require hazardous material closure permits to be completed for 614 and 640 National Avenue, as well as an updated Environmental Compliance Plan for 401 and 405 National Avenue. The property owner and/or developer shall contact the City of Mountain View Fire Department to determine facility closure requirements prior to building demolition.

MM HAZ-1.6: Some components encountered as part of the building demolition waste stream may contain hazardous materials. Universal wastes, lubrication fluids and CFCs and HCFC's shall be removed before structural demolition begins. Materials that may result in possible risk to human health and the environment when improperly managed include lamps, thermostats, and light switches containing mercury; batteries from exit signs, emergency lights, and smoke alarms; lighting ballasts which contain PCBs; and lead pipes and roof vent flashings. Demolition waste such as fluorescent lamps, PCB ballasts, lead acid batteries, mercury thermostats, and lead flashings have special case-by-case requirements for generation, storage, transportation, and disposal. Before disposing of any demolition waste, the Owner, Developer and Demolition Contractor shall determine if the waste is hazardous and shall ensure proper disposal of waste materials.

MM HAZ-1.7: Significant quantities of asphalt concrete (AC) grindings, aggregate base (AB), and Portland Cement Concrete (PCC) will be generated during demolition activities. AC/AB grindings shall not be reused beneath building areas.

MM HAZ-1.8: During the removal of the buildings' slabs, sumps and underground waste water piping, an Environmental Professional shall be present to observe soil conditions, to monitor vapors with a hand held meter, and to determine if additional soil sampling should be performed. If additional sampling is performed, a report documenting sampling activities (with site plans and analytical data) shall be provided to the City of Mountain View, the US EPA, the Santa Clara Department of Environmental Health, and the Regional Water Quality Control Board. If additional sampling is not recommended, the Environmental Professional shall provide a letter presenting their site observations and conclusions (with rationale on why sampling is not recommended) to the regulatory agencies listed above.

MM HAZ-1.9: Prior to completion of construction activities, a long-term Operation and Maintenance Plan shall be prepared to provide post-development practices for managing contaminated soil, soil vapor, groundwater or other materials. This report shall be provided to the City of Mountain View, the US EPA, the Santa Clara County Department of Environmental Health, and the Regional Water Quality Control Board.

[Less than Significant Impact with Mitigation Measures Incorporated in the Project]

4.8.3.2 *On-Site Sources of Contamination: Existing Structures, Demolition and Disposal*

Based on the estimated age of the existing on-site buildings, asbestos-containing materials (ACM) and lead-based paint may be present in some building materials. Building demolition could result in the release of these materials to the environment, if appropriate control measures are not implemented.

Impact HAZ-2: Hazardous materials contamination from asbestos-containing materials and lead-based paint remaining on the site could pose a risk to construction workers and adjacent uses during building demolition. **[Significant Impact]**

Mitigation Measures: To reduce the potential for construction workers and adjacent uses to encounter hazardous materials contamination from ACMs and lead-based paint, the following mitigation measures are included in the project.

MM HAZ-2.1: The proposed project shall implement the following mitigation measures to reduce hazardous materials impacts related to ACMs and lead-based paint to a less than significant level:

- In conformance with local, state, and federal laws, an asbestos building survey and a lead-based paint survey shall be completed by a qualified professional to determine the presence of ACMs and/or lead-based paint on the structures proposed for demolition. The surveys shall be completed prior to demolition work beginning on these structures.

- A registered asbestos abatement contractor shall be retained to remove and dispose of all potentially friable asbestos-containing materials, in accordance with the National Emissions Standards for Hazardous Air Pollutants (NESHAP) guidelines, prior to building demolition that may disturb the materials. All construction activities shall be undertaken in accordance with Cal/OSHA standards, contained in Title 8 of the California Code of Regulations (CCR), Section 1529, to protect workers from exposure to asbestos. Materials containing more than one percent asbestos are also subject to Bay Area Air Quality Management District (BAAQMD) regulations.

- During demolition activities, all building materials containing lead-based paint shall be removed in accordance with Cal/OSHA Lead in Construction Standard, Title 8, CCR 1532.1, including employee training, employee air monitoring and dust control. Any debris or soil containing lead-based paint or coatings shall be disposed of at landfills that meet acceptance criteria for the waste being disposed.

[Less than Significant Impact with Mitigation Measures Incorporated in the Project]

4.8.3.3 *On-Site Sources of Contamination: Hazardous Materials Use by Proposed Uses*

The project proposes to construct approximately 140,654 square feet of office uses on the project site. There is a potential for the redevelopment on the site to include the use, storage, transport, or disposal of hazardous materials. Depending on the nature of the use of such materials at the site, there is a potential for these activities to impact other uses in the vicinity. If future uses on the site involve the use, storage, transport, or disposal of hazardous materials, the site operator will be required to comply with federal, state, and local requirements for managing hazardous materials. Depending on the type and quantity of hazardous materials, these requirements could include the preparation of, implementation of, and training in the plans, programs, and permits prepared for the site, and compliance would be monitored and enforced during the permitting process for these activities.

The project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

4.8.3.4 *Off-site Hazards*

The hazardous materials database report prepared for the project identified a number of sites of concern within one-half mile. Although most of these sites would not be anticipated to affect the subject property, groundwater contamination from off-site sources has been identified on the site. Mitigation measures to protect workers and future residents at the site are identified in *Section 4.8.3.1*, above.

The proposed project site is approximately one mile from Moffett Federal Airfield, the closest airport to the project site. Airport safety zones are established to minimize the number of people exposed to potential aircraft accidents in the vicinity of the airport by imposing density and use limitations within these zones. The safety zones are related to runway length and expected use. The project site is not within the airport safety zone for Moffett Federal Airfield.

The project is within the airport influence area for Moffett Federal Airfield. Based on this, the project was referred to the Santa Clara County Airport Land Use Commission (ALUC) and the Federal Aviation Administration by the City for review. On December 18, 2013, the ALUC found the project to be consistent with the Comprehensive Land Use Plan for Moffett Field, with the added potential condition, as recommended by County staff, that an avigation easement be dedicated to the County of Santa Clara on behalf of Moffett Federal Airfield. The ALUC has not determined definitively if the avigation easement will be required for the project; but, if required, it will be a

condition of approval for the project. In January 2014, the project was submitted to the Federal Aviation Administration for review, as it is located within 20,000 feet of an airport runway. No determination has been received, but the project applicant will be required to obtain a "Determination of No Hazard to Air Navigation" prior to project approval.

The project would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan. The project site is located in a developed urban area and would not expose people or structures to wildland fires. These hazards would not present a significant impact to those living near to or working at the project site.

4.8.4 Summary of Hazardous Materials Impacts and Mitigation Measures

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
Impact HAZ-1: Residual contamination from former agricultural and industrial uses could pose a risk to construction workers and future employees at the site.	Significant	**MM HAZ-1.1:** Protect groundwater monitoring wells, extraction wells, conveyance piping, and grout curtain walls located on-site associated with on-going MEW clean up. **MM HAZ-1.2:** A Health and Safety Plan (HSP) shall be developed to establish appropriate protocols for working in hazardous materials. This document shall be provided to the City of Mt. View, U.S. EPA, SCCDEH, and the RWQCB for review. **MM HAZ-1.3**: A Site Management Plan (SMP) shall be prepared by an Environmental Professional and submitted to the City of Mt. View, US EPA, SCCDEH, and the RWQCB for review and approval. **MM HAZ-1.4:** Install a vapor barrier, a passive sub-slab ventilation system, and implement Institutional Controls. Development of a Vapor Mitigation Report, to be reviewed and approved by the City of Mt. View, US EPA, SCCDEH and the RWQCB. **MM HAZ-1.5:** The property owner shall contact the Fire Department to determine facility closure requirements and permits prior to building demolition.	Less Than Significant

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
		MM HAZ-1.6: The Owner, Developer, and Demolition Contractor shall determine if any waste is hazardous and shall ensure proper disposal of waste materials. **MM HAZ-1.7:** Asphalt, aggregate, and concrete associated with demolition activities shall not be used reused beneath any building area **MM HAZ-1.8:** An Environmental Professional shall present during the removal of all building slabs, sumps and underground wastewater piping, and a report documenting the activities shall be prepared and submitted to the City of Mt. View, US EPA, SCCDEH, and the RWQCB. **MM HAZ- 1.9:** A long-term Operation and Maintenance Plan shall be prepared for the site that illustrates post-development practices for managing contaminated soil, soil vapor, groundwater, and other materials. The report shall be submitted to the City of Mt. View, US EPA, SCCDEH, and RWQCB for review and approval.	
Impact HAZ-2: Hazardous materials contamination from asbestos-containing materials and lead-based paint remaining on the site could pose a risk to construction workers and adjacent uses during building demolition.	Significant	**MM HAZ-2.1:** The proposed project shall implement measures to reduce hazardous materials impacts related to ACMs and lead-based paint, as required by local, state, and federal laws.	Less Than Significant

4.8.5 Conclusion

With implementation of the mitigation measures listed above, the proposed project would not result in significant hazardous materials impacts. **[Less Than Significant Impact with Mitigation Measures Incorporated in the Project]**

4.9 HYDROLOGY AND WATER QUALITY

4.9.1 Regulatory Background

4.9.1.1 *Federal Emergency Management Agency*

In 1968, Congress created the National Flood Insurance Program (NFIP) in response to the rising cost of taxpayer funded disaster relief for flood victims and the increasing amount of damage caused by floods. The NFIP makes federally-backed flood insurance available for communities that agree to adopt and enforce floodplain management ordinances to reduce future flood damage.

The Federal Emergency Management Agency (FEMA) manages the NFIP and creates Flood Insurance Rate Maps (FIRMs) that designate 100-year floodplain zones and delineate other flood hazard areas. A 100-year floodplain zone is the area that, based on historical data, has a one in one hundred (one percent) chance of being flooded in any one year. Portions of the City are identified as special flood hazard areas with a one percent annual chance and two percent annual chance of flooding (also known as the 100-year and 500-year flood zones) as determined by the FEMA NFIP.

4.9.1.2 *Water Quality (Non-point Source Pollution Program)*

The federal Clean Water Act and California's Porter-Cologne Water Quality Control Act are the primary laws related to water quality. Regulations set forth by the U.S. Environmental Protection Agency (EPA) and the State Water Resources Control Board have been developed to fulfill the requirements of this legislation. EPA's regulations include the National Pollutant Discharge Elimination System (NPDES) permit program, which controls sources that discharge pollutants into the waters of the United States (e.g., streams, lakes, bays, etc.). These regulations are implemented at the regional level by the water quality control boards, which for the Mountain View area is the San Francisco Regional Water Quality Control Board (RWQCB).

Statewide Construction General Permit

The State Water Resources Control Board has implemented a NPDES Construction General Permit (CGP) for the State of California. For projects disturbing one acre or more of soil, a Notice of Intent (NOI) and Storm Water Pollution Prevention Plan (SWPPP) must be prepared prior to commencement of construction. The CGP, which became effective July 1, 2010, includes additional requirements for training, inspections, recordkeeping, reporting, and for projects of certain risk levels, monitoring. Since the project would disturb more than one acre of soil, it will be required to prepare a NOI and SWPPP pursuant to the CGP.

Municipal Regional Stormwater NPDES Permit (MRP)/C.3 Requirement

The San Francisco Bay RWQCB also has issued a Municipal Regional Stormwater NPDES Permit (Permit Number CAS612008) (MRP). In an effort to standardize stormwater management requirements throughout the region, this permit replaces the formerly separate countywide municipal stormwater permits with a regional permit for 77 Bay Area municipalities, including the City of Mountain View. Under provisions of the NPDES Municipal Permit, redevelopment projects that disturb more than 10,000 square feet are required to design and construct stormwater treatment

controls to treat post-construction stormwater runoff. Amendments to the MRP require all of the post-construction runoff to be treated by using Low Impact Development (LID) treatment controls, such as biotreatment facilities. Due to the existing site groundwater contamination (described previously in *Section 4.8, Hazardous Materials)*, LID treatment controls will be selected, designed, and constructed in a way that will minimize the potential to adversely affect the site.

This project disturbs more than 10,000 square feet and is therefore subject to the requirements of the MRP.

Impaired Water Bodies (Section 303(d))

Pursuant to the Clean Water Act Section 303(d), the State of California assesses the water quality of the state's waterways to determine if they contain pollutants in concentrations that exceed federal standards. Total Maximum Daily Load (TMDL) programs are established by the State and Regional Water Quality Control Boards (RWQCB) for waterways that exceed these limits. A TMDL is a calculation of the maximum amount of a pollutant that body of water can receive and still meet water quality standards. A body of water is deemed 'impaired' if, despite the use of pollution control technologies, pollutant concentrations exceed the standards.

4.9.2 Existing Setting

4.9.2.1 *Water Quality*

The water quality of streams, creeks, ponds, and other surface water bodies can be greatly affected by pollution carried in contaminated surface runoff. Pollutants from unidentified sources, known as non-point source pollutants, are washed from streets, construction sites, parking lots, and other exposed surfaces into storm drains. Urban stormwater runoff often contains contaminants such as oil and grease, plant and animal debris (e.g., leaves, dust, animal feces, etc.), pesticides, litter, and heavy metals. In sufficient concentration, these pollutants have been found to adversely affect the aquatic habitats to which they drain.

4.9.2.2 *Groundwater*

Subsurface exploration for the project site found groundwater at depths ranging from eight to 10 feet below ground surface. The depth of groundwater can vary seasonally, and can be influenced by underground drainage patterns, regional fluctuations, and other factors.

4.9.2.3 *Stormwater Drainage*

The City of Mountain View Public Works Department operates and maintains the storm drainage system in the City. The storm drains near the project site flow to Stevens Creek via the Charleston Pond and Pump system, and then flows north towards San Francisco Bay.

The project site is relatively flat and impervious. Inlets and catch basins along the boundary of the project site collect runoff and connect to the 12-inch diameter reinforced concrete pipe (RCP) storm drain running along National Avenue.

The existing project site is developed with four one-story buildings containing a total of approximately 63,312 square feet of office and industrial space. The site is also developed with paved driveways and parking lots as well as landscaping and utilities. The site is almost entirely paved; it currently contains approximately 93 percent impervious surfaces and approximately 77 percent pervious surfaces.

Stormwater runoff from the project site drains into Stevens Creek via the Charleston Pond and Pump system, and subsequently to San Francisco Bay.

4.9.2.4 *Flooding*

The site itself does not contain any streams, waterways, or wetlands. The nearest waterway, Stevens Creek, is located approximately 3,500 feet west of the project site. Stevens Creek flows north toward the San Francisco Bay, which is located approximately two miles north of the project site.

The project site is not located within a 100-year flood hazard zone. According to the Flood Insurance Rate Map (FIRM) prepared by the Federal Emergency Management Agency (FEMA) for the project area, the site is located within Zone X, which is defined as "Areas of 0.2 percent annual chance flood; areas of one percent annual chance flood with average depths of less than one-foot or with drainage areas less than one square mile; and areas protected by levees from one percent annual chance flood."[10]

4.9.2.5 *Other Inundation Hazards*

The Association of Bay Area Governments (ABAG) compiles the dam failure inundation hazard maps submitted to the State Office of Emergency Services by dam owners throughout the Bay Area.

The Mountain View dam hazard map contained within the General Plan EIR shows that the project site is not located within a dam failure inundation hazard zone.[11] The project would not be affected by sea-level rise of up to 55-inches.

The site is not located near a large enclosed body of water, near the ocean, or in a landslide hazard zone. Therefore, it is not vulnerable to inundation by seiche, tsunami, or mudflow.

[10] Federal Emergency Management Agency. *Flood Insurance Rate Map, Community Panel No. 06085C0045H.* Map. Effective Date: May 18, 2009.
[11] City of Mountain View. *Draft 2030 General Plan and Greenhouse Gas Reduction Program Environmental Impact Report.* November 2011. Figure IV.H-3.

4.9.3 Environmental Checklist and Discussion of Impacts

HYDROLOGY AND WATER QUALITY					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐	1, 3
2) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒	1, 12
3) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on-or off-site?	☐	☐	☒	☐	1, 16
4) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or off-site?	☐	☐	☐	☒	1, 16
5) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐	1, 3
6) Otherwise substantially degrade water quality?	☐	☐	☒	☐	1
7) Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒	1, 16
8) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒	1,16

HYDROLOGY AND WATER QUALITY					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
9) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒	1, 16, 17
10) Be subject to inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒	1, 3, 18

4.9.3.1 *Construction Water Quality Impacts*

During-Construction Impacts

Implementation of the project would require demolition, paving, and grading of the site, activities that would temporarily increase the amount of unconsolidated materials on-site. Grading activities could increase erosion and sedimentation that could be carried by runoff into natural waterways, which could increase sedimentation impacts to local creeks or the San Francisco Bay.

Implementation of the project would result in the disturbance of most of the site, which contains approximately 4.8 acres, or 209,959 square feet, of surface area. As a result, the project would disturb more than one acre and would be required to comply with the State of California General Construction Permit. The project would also be required to comply with the City of Mountain View's requirements for reducing erosion and sedimentation during construction, which are described below.

Following the implementation of appropriate stormwater treatment measures, the proposed project, when completed, would not significantly increase the amount of runoff or pollutants flowing into the storm drain system compared to existing conditions. Construction and grading activities could, however, temporarily increase pollutant loads. With the implementation of the following measures, which are required by the City as conditions of approval and are based on RWQCB requirements, impacts to water quality during construction would be less than significant.

- State of California Construction General Stormwater Permit: A "Notice of Intent" (NOI) and "Stormwater Pollution Prevention Plan" (SWPPP) shall be prepared for construction projects disturbing one (1) acre or more of land. Proof of coverage under the State General Construction Activity Stormwater Permit shall be attached to the building plans.

- Construction Best Management Practices: Construction BMPs shall be implemented for reducing the volume of runoff and pollution in runoff to the maximum extent practicable during site excavation, grading, and construction. All measures shall be included in the project's Stormwater Management Plan (described below) and printed on all construction documents, contracts, and project plans. These would include:

- Restrict grading to the dry season or meet City requirements for grading during the rainy season.
- Use effective, site-specific erosion and sediment control methods during the construction periods. Provide temporary cover of all disturbed surfaces to help control erosion during construction. Provide permanent cover as soon as is practical to stabilize the disturbed surfaces after construction has been completed.
- Cover soil, equipment, and supplies that could contribute non-visible pollution prior to rainfall events or perform monitoring of runoff. Cover stockpiles with secure plastic sheeting or tarp.
- Implement regular maintenance activities such as sweeping driveways between the construction area and public streets. Clean sediments from streets, driveways, and paved areas on-site using dry sweeping methods. Designate a concrete truck washdown area.
- Dispose of all wastes properly and keep site clear of trash and litter. Clean up leaks, drips, and other spills immediately so that they do not contact stormwater.
- Place fiber rolls or silt fences around the perimeter of the site. Protect existing storm and sewer inlets in the project area from sedimentation with filter fabric and sand or gravel bags.

- Construction Sediment and Erosion Control Plan: The applicant shall submit a written plan acceptable to the City which shows controls that will be used at the site to minimize sediment runoff and erosion during storm events. The plan should also include routine street sweeping and storm drain catch basin cleaning. The plan should include installation of the following items where appropriate:

  - Silt fences around the site perimeter;
  - Gravel bags surrounding catch basins;
  - Filter fabric over catch basins;
  - Covering of exposed stockpiles;
  - Concrete washout areas;
  - Stabilized rock/gravel driveways at points of egress from the site; and
  - Vegetation, hydroseeding or other soil stabilization methods for high-erosion areas.

Post-Construction Impacts

The proposed project would construct one four-story building, surface parking and a one-story parking deck, common areas, surface parking, new landscaping, and new utility infrastructure. Based on preliminary project plans the project would increase pervious surfaces from 6.4 to 22.6 percent.

Although impervious surfaces would be reduced with implementation of the project, the project site area is greater than 10,000 square feet; therefore, it would be required to comply with the MRP. The following measures, based on RWQCB requirements and required as conditions of approval, have been included in the project to reduce stormwater runoff impacts from project implementation:

- The project shall comply with the requirements of the MRP, as well as other local, state, and federal requirements. The project shall comply with provision C.3 of the MRP, which provides performance standards for the management of stormwater for new development.

- Landscape Design: For non-residential buildings, landscape design shall minimize runoff and promote surface filtration. Examples include:

  - No steep slopes exceeding 10 percent;
  - Using mulches in planter areas without ground cover to avoid sedimentation runoff;
  - Installing plants with low water requirements; and
  - Installing appropriate plants for the location in accordance with appropriate climate zones.

- Efficient Irrigation: For residential and nonresidential buildings: common areas shall employ efficient irrigation to avoid excess irrigation runoff. Examples include:

  - Setting irrigation timers to avoid runoff by splitting irrigations into several short cycles;
  - Employing multi-programmable irrigation controllers;
  - Employing rain shutoff devices to prevent irrigation after significant precipitation;
  - Use of drip irrigations for all planter areas which have a shrub density that will cause excessive spray interference of an overhead system; and
  - Use of flow reducers to mitigate broken heads next to sidewalks, streets and driveways.

- Outdoor Storage Areas (Including Garbage Enclosures): Outdoor storage areas (for storage of equipment or materials which could decompose, disintegrate, leak or otherwise contaminate stormwater runoff), including garbage enclosures, shall be designed to prevent the run-on of stormwater and runoff of spills by all of the following:

  - Paving the area with concrete or other nonpermeable surface;
  - Covering the area; and
  - Sloping the area inward (negative slope) or installing a berm or curb around its perimeter. There shall be no storm drains in outdoor storage areas.

- Stormwater Treatment: Stormwater runoff shall be directed to approved permanent treatment controls as described in the City's guidance document titled, "Stormwater Quality Guidelines for Development Projects." The City's guidelines also describe the requirement to select Low Impact Development (LID) types of stormwater treatment controls, the types of projects that are exempt from this requirement, and the Infeasibility and Special Projects exemptions from the LID requirement.[12]

[12] City of Mountain View Fire Department. *Stormwater Quality Guidelines for Development Projects.* Accessed December 9, 2013. Available at: http://www.mountainview.gov/city_hall/fire/programs_n_services/environmental_safety.asp

Examples of LID measures include rainwater capture, infiltration, flow-through planters, and bioretention areas or basins. The project proposes to employ a combination of numerically-sized bioswales and bioretention areas that would control the flow and improve the quality of stormwater runoff on site. Due to the existing site groundwater contamination, LID treatment controls will be selected, designed, and constructed in a way that will minimize the potential to adversely affect the site. Water would ultimately drain to the public storm drain system.

- The "Stormwater Quality Guidelines for Development Projects" document requires applicants to submit a Stormwater Management Plan, including information such as the type, location and sizing calculations of the treatment controls that will be installed. Include three stamped and signed copies of the Final Stormwater Management Plan with the building plan submittal. The Stormwater Management Plan must include a stamped and signed certification by a qualified engineer, stating that the Stormwater Management Plan complies with the City's guidelines and the State NPDES Permit. Stormwater treatment controls required under this condition may be required to enter into a formal recorded Maintenance Agreement with the City.

4.9.3.2 *Groundwater Impacts*

Based on subsurface investigations for project site, groundwater would be expected at approximately eight to 10 feet below ground surface, although groundwater depths fluctuate seasonally. Shallow groundwater in the vicinity of the project site is not used for drinking water. Since the project does not propose to construct basements or below-grade parking, shallow groundwater is not expected to be a concern at the project site.

4.9.3.3 *Stormwater Drainage*

The proposed project would reduce impervious surfaces from 93 to 77 percent, allowing local infiltration and reduced peak stormwater runoff. Since the total runoff would decrease and since the existing storm drainage system has adequate capacity for the existing developed site, the proposed project would not exceed the capacity of the storm drainage system.

4.9.3.4 *Flooding Impacts*

The site is located within Flood Zone X, which is defined as "Areas of 0.2 percent annual chance flood; areas of one percent annual chance flood with average depths of less than one-foot or with drainage areas less than one square mile; and areas protected by levees from one percent annual chance flood." Thus, construction on the site would not expose people or structures to flooding risks.

4.9.3.5 *Other Inundation Hazards (Including Projected Sea-Level Rise)*

The Mountain View dam hazard map shows that the project site is not located within a dam failure inundation hazard zone.

Based upon the City's *Shoreline Regional Park Community Sea Level Rise Study*, the project site is not within an area that would be directly affected by a projected future sea level rise from global climate change.

The site is not located near a large body of water, near the ocean, or in a landslide hazard zone. Therefore, it is not vulnerable to inundation by seiche, tsunami, or mudflow.

4.9.4 Conclusion

With implementation of the best management practices and conditions of approval, the project would result in a less than significant impact on stormwater quality. The project would not deplete the groundwater supply, increase peak stormwater for review runoff off-site, or expose people or structures to flood inundation hazards. **[Less Than Significant Impact]**

4.10 LAND USE

'Land use' is a term that describes different types of activities that occur in a particular area. For example, different areas in Mountain View contain homes, retail stores, industry, parks, open spaces, and public facilities, such as schools. Mountain View includes a mixed-use Downtown core, distinct residential neighborhoods and commercial corridors, and industrial areas, each embodying a character that makes it unique.

Local land use is governed by the City's General Plan which, in turn, provides the basis for the City's Zoning Ordinance, precise plans and design guidelines. The current Mountain View 2030 General Plan and City's Zoning Ordinance are described below.

4.10.1 Land Use Plans and Regulations

4.10.1.1 *Mountain View 2030 General Plan*

The General Plan provides the City with goals and policies that reflect shared community values, potential change areas, and compliance with state law and local ordinances, and provides a guide for future land use decisions. The current *Mountain View 2030 General Plan* was adopted by the City Council in July 2012, and provides the City a guide for future land use decisions in the city.

East Whisman Change Area

The site is within the East Whisman Change Area of the 2030 General Plan. The East Whisman Change Area is located within the Moffett/Whisman planning district of the General Plan, and is largely defined by sustainable, transit-oriented employment centers with strong pedestrian and bicycle connectivity to light rail, employers, and amenities. Commercial buildings are designed to respect the scale and character of adjacent residential neighborhoods. East Whisman features stores, services and restaurants for neighbors and workers who enjoy plazas and open spaces throughout the area.

The 2030 General Plan designates the area as *High-Intensity Office*, with floor area ratios (FAR) up to 1.0 for highly sustainable, transit-oriented developments.

4.10.1.2 *City of Mountain View Zoning Ordinance*

As a long-range planning document, the General Plan outlines long-term visions, policies, and actions designed to shape future development within Mountain View. The Zoning Ordinance serves as an implementing tool for the General Plan by establishing detailed, parcel-specific development regulations and standards in each area of the City. Although the two are distinct documents, the Mountain View General Plan and Zoning Ordinance are closely related, and State law mandates that zoning regulations be consistent with the General Plan maps and policies.

The City of Mountain View 2030 General Plan includes a goal to develop a new zoning district, or Precise Plan, for the East Whisman Change Area. Development of the new zoning has been deferred until the completion of other Precise Plans in the City. As an interim step, City Council has authorized the analysis of an interim *Planned Community (P)* zoning designation for projects in the

East Whisman Change Area, prior to the development of a new Precise Plan. The intent is for the interim zoning to be incorporated into the future Precise Plan, once developed, for the East Whisman Change Area.

4.10.2 Existing Setting

The proposed project is located on a 4.8-acre project site consisting of four parcels with the addresses 401, 620, 630, and 640 National Ave. The site is located on the west side of National Avenue between Fairchild Drive and Ellis Street. The site currently contains four single-story office/light industrial buildings, some of which are occupied.

Surrounding land uses included office/light industrial development to the north, south, east, and west. US Highway 101 is located directly north of the project site. The VTA NASA/Bayshore light rail station is located northeast of the project site on the north side of Manila Drive, east of Ellis Street. The VTA Middlefield light rail station is located south east of the project site, at 580 East Middlefield Road.

The project site was primarily agricultural land until it was developed for industrial uses in 1964 and 1970. The project site has supported and continues to support a variety of general office and industrial tenants.

4.10.2.1 *Existing General Plan Land Use Designation*

The project site has the existing General Plan land use designation of *High-Intensity Office* in the Mountain View 2030 General Plan. This designation is found throughout the East Whisman Change Area.

> *High-Intensity Office* accommodates major corporations, financial and administrative offices, high-technology industries, and other scientific facilities, as well as supporting retail and service uses. High-intensity office areas support technological advancement and research and development. The High-Intensity Office designation is further defined as follows:
>
> Allowed Land Uses: Office and ancillary commercial; light industrial, light manufacturing, and other commercial and industrial uses as appropriate.
>
> Density and Intensity: 0.35 FAR; intensities above 0.35 FAR and up to 1.0 FAR may be permitted with measures for highly sustainable development specified within zoning ordinance or precise plan standards.
>
> Height Guideline: up to 8 stories.

The site is within the East Whisman Change Area of the 2030 General Plan. The vision of the East Whisman Change Area is a sustainable, transit-oriented employment center with an increased diversity of land uses. East Whisman policies encourage and offer incentives to more transit-oriented and sustainable development while supporting diverse land uses to serve future workers and neighbors. The goals and policies of the East Whisman Change Area that apply to the project are as follows:

Goal LUD-19: An area with innovative transit-oriented developments, services for area residents and workers and strong connections to the rest of the city.

Policy LUD 19.1: Land use and transportation. Encourage greater land use intensity and transit-oriented developments within a half-mile of light rail transit stations.

Policy LUD 19.2: Highly sustainable development. Provide incentives to encourage new or significantly rehabilitated development to include innovative measures for highly sustainable development.

Policy LUD 19.3: Connectivity improvements. Support smaller blocks, bicycle and pedestrian improvements and connections throughout the area.

Policy LUD 19.4: Transportation Demand Management strategies. Require development to include and carry out Transportation Demand Management strategies.

4.10.2.2 *Existing Zoning District*

The project site has an existing zoning district of *Limited Industrial (ML)*. The *ML* district is designed to provide an environment conducive to the development and protection of modern, large-scale administrative facilities, research institutions and specialized manufacturing organizations, all of a non-nuisance type.

The floor area ratio (FAR) allowed in the ML zoning district is 0.35. The district does not have a standard allowed maximum height, but limits height based on an included plane measured from the property lines. Properties adjacent to the project site are either zoned *Limited Industrial (ML)* or *Limited Industrial – Transit Zone (ML-T)* (refer to Figure 6, Existing and Proposed Zoning Districts).

4.10.3 Environmental Checklist and Discussion of Impacts

LAND USE					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Physically divide an established community?	☐	☐	☐	☒	1, 2, 3
2) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐	1, 2, 3, 4

LAND USE					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project: 3) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒	1, 10

4.10.3.1 *Land Use Impacts*

Community Impacts

The project would demolish the existing office/light-industrial land uses and construct an office building and associated parking structure on the project site. The project would not physically divide an established community within the City, as it would develop similar uses on the site, and improve circulation in the area through pedestrian and bicycle improvements.

Land Use Compatibility Impacts

Land use conflicts can arise from two basic causes: 1) a new development or land use may cause impacts to persons or the physical environment in the vicinity of the project site or elsewhere; or 2) conditions on or near the project site may have impacts on the persons or development introduced onto the site by the new project. Both of these circumstances are aspects of land use compatibility. Potential incompatibility may arise from placing a particular development or land use at an inappropriate location, or from some aspect of the project's design or scope. Depending on the nature of the impact and its severity, land use compatibility conflicts can range from minor irritation and annoyance to potentially significant effects on human health and safety.

The area surrounding the proposed project site consists of similar office and light industrial uses on the north, south, east and west. The proposed project site is located in the East Whisman Change Area as identified in the Mountain View 2030 General Plan, which is an area consisting of similar office and light industrial uses as the project site.

The proposed project would redevelop the existing office/light industrial site with a new office use at a greater density (0.67 FAR) than is currently allowed under the existing zoning. This greater density would not result in an incompatible land use, since it would not introduce new uses to the area, and would not introduce new sources of hazardous chemicals, odors, or new sources of noise and vibration to the site. In order to accommodate the high density, the project is proposing to rezone the site from *Light Industrial (ML)* to *Planned Community (P)*, which, as part of the rezone, requires the project to be more sustainable and provide improved amenities and connectivity for pedestrians and bicyclists. The project would not physically divide an existing community, and therefore is consistent with these thresholds.

Conflict with Environmental Plans, Policies, or Regulations

CEQA requires consideration of whether a proposed project may conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. This environmental determination differs from the larger policy determination of whether a proposed project is consistent with a jurisdiction's land use policies and regulations. The CEQA determination is based on, and limited to, a review and analysis of environmental matters.

The project site's use and development is governed by the City's General Plan and Zoning Ordinance. The overall project consistency determination is made by the decision-making body of the jurisdiction and is based on broad local discretion to assess whether a proposed project conforms to the policies and objectives of its General Plan and its zoning regulations as a whole. The decision-making body may determine that the proposed project is or is not consistent with these land use policies and regulations despite any conclusion regarding conflicts with land use and planning set out in the CEQA document.

The project site is designated *High Intensity Office* in the adopted Mountain View 2030 General Plan, which allows development up to an FAR of 1.0. The proposed office project is compatible with this current General Plan designation.

The project proposes a rezoning to change the land use designation from *Light Industrial (ML)* to *Planned Community (P)* designation that would allow an increase of density of office space on the site up to an FAR of 0.67. The increased density would allow for the development of more jobs in the City and thus provide an increase in the number of jobs compared to the number of housing units.

Approval of the project would result in an increase in jobs in the City. The 2030 General Plan projects that the jobs/housing ratio in the city would improve from the rate of 1.5 in 2010 to 1.37 in 2035, based on housing growth. The project would be consistent with employment projections in the 2030 General Plan, and would not contribute to worsening the jobs/housing ratio. Therefore, based on the existing General Plan, the project would not result in a significant population or housing impact.

4.10.3.2 *Habitat Conservation Plans*

The Santa Clara Valley Habitat Conservation Plan/Natural Community Conservation Plan (HCP/NCCP) went into effect in early October 2013. The City of Mountain View and the project site are not included within the study area of the plan; therefore, the project would not conflict with the plan.

4.10.4 Conclusion

The proposed project would not result in a significant land use impact. **[Less than Significant Impact]**

4.11 MINERAL RESOURCES

4.11.1 Existing Setting

Extractive resources known to exist in and near the Santa Clara Valley include cement, sand, gravel, crushed rock, clay, limestone, and mercury. The project site is not located within a Mineral Resource Zone area containing known mineral resources, nor is the project site within an area where they are likely to occur.

4.11.2 Environmental Checklist and Discussion of Impacts

MINERAL RESOURCES					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project: 1) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒	1, 2, 3
2) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒	1, 2, 3

4.11.2.1 *Mineral Resources Impacts*

The proposed project site is within a developed urban area and it does not contain any known or designated mineral resources.

4.11.3 Conclusion

The project would not result in a significant impact from the loss of availability of a known mineral resource. **[No Impact]**

4.12 NOISE

4.12.1 Background Information

Noise may be defined as unwanted sound. Acceptable levels of noise vary from land use to land use. In any one location, the noise level will vary over time, from the lowest background or ambient noise level to temporary increases caused by traffic or other sources. State and federal standards have been established as guidelines for determining the compatibility of a particular use with its noise environment.

There are several methods of characterizing sound. The most common in California is the A-weighted sound level or dBA.[13] This scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. Because sound levels can vary markedly over a short period of time, different types of noise descriptors are used to account for this variability. Typical noise descriptors include maximum noise level (L_{max}), the energy-equivalent noise level (L_{eq}), and the day-night average noise level (L_{dn}). The L_{dn} noise descriptor is commonly used in establishing noise exposure guidelines for specific land uses. For the energy-equivalent sound/noise descriptor called L_{eq} the most common averaging period is hourly, but L_{eq} can describe any series of noise events of arbitrary duration.

Although the A-weighted noise level may adequately indicate the level of environmental noise at any instant in time, community noise levels vary continuously. Most environmental noise includes a conglomeration of noise from distant sources which create a relatively steady background noise in which no particular source is identifiable.

Since the sensitivity to noise increases during the evening hours, 24-hour descriptors have been developed that incorporate artificial noise penalties added to quiet-time noise events. The Day/Night Average Sound Level, L_{dn} (sometimes also referred to as DNL), is the average A-weighted noise level during a 24-hour day, obtained after the addition of 10 dB to noise levels measured in the nighttime between 10:00 p.m. and 7:00 a.m. The Community Noise Equivalent Level (CNEL) is a 24-hour A-weighted noise level from midnight to midnight after the addition of five dBA to sound levels occurring in the evening from 7:00 p.m. to 10:00 p.m. and after the addition of 10 dBA to sound levels occurring in the night between 10:00 p.m. and 7:00 a.m.

4.12.2 Regulatory Setting

4.12.2.1 *City of Mountain View 2030 General Plan*

The City's General Plan identifies the following land use outdoor compatibility standards for office buildings (business commercial and professional):

- Normally Acceptable: up to 67.5 dBA L_{dn}
- Conditionally Unacceptable: 67.5-75 dBA L_{dn}
- Normally Unacceptable: 75-85+ dBA L_{dn}

[13] The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. All sound levels in this discussion are A-weighted, unless otherwise stated.

The "normally acceptable" noise levels are considered satisfactory for office uses assuming that the office buildings are of conventional construction, without any special noise insulation requirements. In areas where the noise level is "conditionally unacceptable" for office uses, new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design (General Plan Policy NOI 1.3). In areas where the noise level is "normally unacceptable," new construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.[14]

4.12.2.2 *City of Mountain View Municipal Code*

Section 8.70.1 of the City's Municipal Code restricts the hours of construction activity to 7:00 a.m. to 6:00 p.m., Monday through Friday. No construction activity is permitted on Saturday, Sunday, or holidays without written approval from the City.

The City of Mountain View also identifies limits on noise from stationary equipment (such as heating, ventilation, and air conditioning mechanical systems, delivery truck idling, loading/unloading activities, recreation activities, and parking lot operations) in Section 21.26 of the Municipal Code. The maximum allowable noise level is 55 dBA during the day and 50 dBA at night, unless it has been demonstrated that such operation will not be detrimental to the health, safety, peace, morals, comfort or general welfare of residents subjected to such noise, and the use has been granted a conditional use permit by the Zoning Administrator.

4.12.3 *Existing Noise Conditions*

The project site is located along National Avenue, south of Fairchild Drive and US 101, in the eastern portion of the East Whisman Change Area.

The noise environment on the site and in the vicinity results primarily from vehicular traffic along nearby roadways and aircraft overflights from Moffett Federal Airfield. The project is located between the 60 and 70 dB CNEL/L_{dn} contours for the year 2030 in the 2030 General Plan.[15]

The project site is also located within the airport influence area for Moffett Federal Airfield. The project site is located outside of the 65 dB CNEL noise contour for the year 2022 for this airport.[16]

[14] City of Mountain View 2030 General Plan, *Outdoor Noise Acceptability Guidelines.*
[15] City of Mountain View. *Mountain View 2030 General Plan.* Figure 7.
[16] *Final Draft Comprehensive Land Use Plan, Moffett Federal Airfield.* Santa Clara County Airport Land Use Commission. November 2, 2012.

4.12.4 Environmental Checklist and Discussion of Impacts

NOISE					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project result in:					
1) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐	1, 2, 3, 4
2) Exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐	1, 2, 3, 4
3) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐	1, 2, 3, 4
4) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐	1, 2, 3, 4
5) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐	1, 15
6) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒	1

4.12.4.1 *Noise Impacts to the Project*

The proposed project would be subject to noise from traffic on nearby roadways, including US 101, Ellis Street, Fairchild Drive, and National Avenue, and from air traffic from Moffett Federal Airfield.

Based on the 2030 General Plan, the estimated future noise levels at the project site are estimated to be between 60 and 70 dB CNEL, or "normally acceptable" for office uses (up to 67.5 dB), up to "conditionally acceptable" (67.5 to 75 dB).

Since the levels at the project site could exceed normally acceptable thresholds, the proposed project is required to complete a detailed analysis of the noise reduction requirements and include noise insulation features in the project's design as a condition of approval, in accordance with the City's General Plan Policy NOI 1.3. This study would be completed prior to the issuance of building

permits, and would be a design-level noise analysis to identify appropriate noise-reduction features typically achieved through higher window ratings or other building design features. Construction drawings must confirm that measures have been taken to achieve an interior noise level of 55 dB or less for internal spaces and 67.5 dB or less for active outdoor areas.

4.12.4.2 Noise Impacts from the Project

Project Traffic Noise

As discussed in *Section 4.16, Transportation and Traffic*, the project would result in a net increase of 1,260 daily trips to and from the project site compared to existing conditions. In general, for traffic noise to increase noticeably (i.e., by a minimum of three dBA), existing traffic volumes must double. The development of the proposed project would not double the volume of traffic on any street serving the area and, therefore, the proposed project would not result in a noticeable increase in roadway noise.

Project Operation and Mechanical Equipment

The proposed office use is not anticipated to generate a substantial amount of noise or vibration during normal operations that would increase the ambient noise level at the site. Some additional noise may be generated by the parking garage; however, this would be a minimal increase considering the project's proximity to substantial sources of noise including US 101 and Moffett Federal Airfield.

Mechanical equipment, such as heating, ventilating, and cooling systems, would be installed and operated at the site. The project would be required to comply with Mountain View Municipal Code requirements for stationary equipment, and operation of new mechanical equipment would not exceed the City's standard of 55 dBA or less during the day and 50 dBA at night unless granted a conditional use permit by the Zoning Administrator.

The project shows preliminary plans for a back-up generator to support emergency power during a power outage. Although stationary emergency generators could potentially generate noise above the City's limit, these operate infrequently for a short duration and only in the event of emergency.

Short-Term Construction Noise Impacts

Construction noise impacts primarily occur when construction activities occur during noise-sensitive times of the day (early morning, evening, or nighttime hours), the construction occurs in areas immediately adjoining noise-sensitive land uses (e.g., residences), and/or when construction durations last over extended periods of time.

Construction-related noise levels are normally highest during the demolition phase, grading, and during excavation, including installation of project infrastructure, such as underground utility lines. These phases of construction require heavy equipment (e.g., earth moving equipment and impact tools) that normally generate the highest noise levels during site redevelopment. Construction-related noise levels are normally less during building erection, finishing, and landscaping phases.

Typical hourly average construction generated noise levels are about 75 to 80 dBA measured at a distance of 100 feet from the center of the site during busy construction periods (e.g., earth moving equipment, impact tools, etc.). Construction generated noise levels drop off at a rate of about six dBA per doubling of distance between the source and receptor.

Most of the surrounding land uses are office and industrial, the nearest residential use is located approximately 700 feet to the northwest. No sensitive receptors are located in the immediate project vicinity. Construction of the proposed project may temporarily increase the noise level at adjacent uses. Demolition of the existing buildings would take place first, followed by grading, site preparation, and then construction of the new facility.

The following noise reduction measures shall be incorporated into construction plans and contractor specifications to reduce the impact of temporary construction-related noise on nearby properties:

- Comply with manufacturer's muffler requirements on all construction equipment engines;
- Turn off construction equipment when not in use, where applicable;
- Locate stationary equipment as far as practical from receiving properties;
- Use temporary sound barriers or sound curtains around loud stationary equipment if the other noise reduction methods are not effective or possible; and
- Shroud or shield impact tools and use electric-powered rather than diesel-powered construction equipment.

The project will also be required to comply with the applicable provisions of Chapter 8 of the City of Mountain View Municipal Code, including:

- Hours of Construction: No construction activity shall commence prior to 7:00 a.m., nor continue later than 6:00 p.m., Monday through Friday, nor shall any work be permitted on Saturday or Sunday or holidays unless prior written approval is granted by the building official. The term "construction activity" shall include any physical activity on the construction site or in the staging area, including the delivery of materials. In approving modified hours, the building official may specifically designate and/or limit the activities permitted during the modified hours.

- Modification: At any time before commencement of or during construction activity, the building official may modify the permitted hours of construction upon twenty-four (24) hours written notice to the contractor, applicant, developer or owner. The building official can reduce the hours of construction activity below the 7:00 a.m. to 6:00 p.m. time frame or increase the allowable hours.

- Sign Required: If the hours of construction activity are modified then the general contractor, applicant, developer or owner shall erect a sign at a prominent location on the construction site to advise subcontractors and material suppliers of the working hours. The contractor, owner or applicant shall immediately produce upon request any written order or permit from the building official pursuant to this section upon the request of any member of the public, the police or city staff.

Through compliance with Mountain View's Municipal Code and regulations, the project would result in a less than significant construction noise impact.

4.12.5 Conclusion

With compliance with City of Mountain View Municipal Code and standard conditions of approval, noise impacts would be less than significant. **[Less than Significant Impact]**

4.13 POPULATION AND HOUSING

4.13.1 Existing Setting

The proposed 4.8-acre project site is comprised of four parcels that are currently developed with four one-story office/light industrial buildings.

The California Department of Finance identifies the City of Mountain View's population (within the City limits) at 75,275, with an estimated 34,028 housing units.[17] The U.S. Census Bureau estimated that there were 64,061 jobs for 41,672 employed residents in 2010, for a jobs/employed residentratio of 1.537.[18]

The Association of Bay Area Governments' (ABAG) *Building Momentum: Projections and Priorities 2009* publication estimates that for 2035, the projected population of Mountain View will be 90,600 residents in 42,120 households. ABAG is projecting that jobs in Mountain View will increase to 72,470 by 2035.[19] The City's jobs-to-housing unit ratio is expected to be 1.67 in 2015, and ABAG projects this ratio to increase to 1.69 in 2025 and 1.87 in 2035, increasing the "jobs rich" environment in the City.[20]

4.13.2 Environmental Checklist and Discussion of Impacts

POPULATION AND HOUSING					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐	1, 3
2) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒	1
3) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐	1

[17] California Department of Finance. *Table E-5: Population and Housing Estimates for Cities, Counties, and the State, January 2011 and 2012, with 2010 Benchmark.* January 1, 2012. Accessed March 25, 2013. Available at: http://www.dof.ca.gov/research/demographic/reports/estimates/e-5/2011-20/view.php

[18] Workers Source: U.S. Bureau of Labor Statistics, Local Area Unemployment Statistics (Measure: Employment) Households Source: California Department of Finance, Table E-5 (Occupied Housing Units).

[19] See Tables IV.B-2 and IV.B-12 in: City of Mountain View. *2030 General Plan and Greenhouse Gas Reduction Program Environmental Impact Report.* November 2011.

[20] Ibid, p. 97.

4.13.2.1 *Population and Housing Impacts*

The site currently contains approximately 63,312 square feet of office/industrial space, which could support an estimated 253 employees (using an estimated ratio of one employee per 250 feet of space). The proposed project would demolish the four existing buildings and construct one four-story building containing approximately 140,654 square feet of office/industrial space.

The proposed project would support approximately 562 employees, 309 more than could work on-site within the existing buildings. The proposed project would not displace or create any housing. Displacement of employees on the site during construction would be temporary; however, the completed project would increase available employment in the area overall.

The project would contribute to growth in the East Whisman Change Area, the area designated in the City's General Plan for transit-oriented commercial and industrial development. The proposed project would incrementally increase the number of jobs available in the City of Mountain View, thereby increasing the jobs-to-housing ratio. The site is already served by infrastructure and would not create growth outside of the urban envelope. The growth is within the City's and ABAG's projections for the City of Mountain View through the year 2035. The project, therefore, would result in a less than significant population and housing impact.

4.13.3 Conclusion

Implementation of the proposed project will have a less than significant impact on population and housing. **[Less Than Significant Impact]**

4.14 PUBLIC SERVICES

This section discusses the proposed project's impacts on fire and police services as well as parks and recreational facilities. Since the project does not propose residential development, it is not expected to have an adverse effect on school enrollment or the availability of library services. Therefore, schools and libraries are not discussed further.

4.14.1 Existing Setting

4.14.1.1 *Fire Protection Services*

Fire protection to the project site is provided by the City of Mountain View Fire Department (MVFD), which serves a population of approximately 74,066 and an area of 12 square miles. The MVFD provides fire suppression and rescue response, hazard prevention and education, and disaster preparedness. In Fiscal Year 2010/2011, out of 5,033 emergency calls made to the MVFD, more than 68 percent of the calls were for medical aid (rescue and EMS incident).

The MVFD operates out of five stations, strategically located throughout the City to ensure fast responses. The MVFD has an established response time goal of six minutes (from dispatch) for "Medical Code Three" calls (i.e., those requiring expedited transport). During the 2010/2011 fiscal year (July 1, 2010 to June 30, 2011), the MVFD achieved this goal 100 percent of the time.[21]

The MVFD has five engine companies, one rescue unit, one ladder truck, and one HAZMAT unit. During the 2010 to 2011 fiscal year, the MVFD had 87 full-time staff, and 1.5 permanent part-time staff, including 21 paramedics. MVFD staff are organized into three divisions: Administration, Suppression, and Fire and Environmental Protection. There is a minimum on-duty daily staffing of 21 personnel, and each of the Department's five engines is staffed with at least one firefighter/paramedic. The City of Mountain View also participates in a mutual aid program with neighboring cities, including Palo Alto, Los Altos, and Sunnyvale. Through this program, one or more of the mutual aid cities would provide assistance to Mountain View in whatever capacity was needed.

Station Four is the closest fire station to the project site. Station Four is located at 229 North Whisman Road, approximately 0.5 miles south of the project site. The Mountain View Fire Department reviews applications for new projects to ensure that they comply with the City's current codes and standards.

4.14.1.2 *Police Protection Services*

Police protection services are provided by the Mountain View Police Department (MVPD). The MVPD consists of authorized staff of 95 sworn and 49.5 non-sworn personnel. The MVPD conducts an active volunteer program (non-officers), which consists of approximately 30 non-sworn volunteers. Officers patrolling the area are dispatched from police headquarters, located at 1000 Villa Street, approximately two miles driving distance south of the project site.

[21] City of Mountain View. *Mountain View 2030 General Plan and Greenhouse Gas Reduction Program Environmental Impact Report.* June 2012.

The most frequent crimes in the City of Mountain View are larceny, burglary, and assault. The MVPD has a goal to respond to Priority E and Priority 1 calls in less than four minutes at least 55.5 percent of the time. Priority E and Priority 1 calls are considered the highest priority calls and signal emergency dispatch from the MVPD. Priority E calls are of higher importance, because they are often associated with violent crime incidents. During the period of July 2010 to June 2011, the average response times for Priority E and Priority 1 calls in the City were 3.02 and 4.20 minutes, respectively. The average in-transit response times in the City were 2.56 and 3.60 minutes for Priority E and Priority 1 calls, respectively.

To ensure that their standards are always met, the MVPD has a mutual aid agreement with the surrounding jurisdictions, under which the other agencies would assist the MVPD in responding to calls, when needed.

4.14.1.3 *Parks and Open Space*

The City of Mountain View currently owns 972.26 acres of parks and open space facilities, including 22 urban parks and the Stevens Creek Trail. The urban parks are divided among mini-parks, neighborhood parks, district parks, a community garden, and a regional park (Shoreline at Mountain View). The City maintains 10 parks under joint-use agreements with local school districts.

The proposed project site is located within the Whisman Planning Area of the City of Mountain View 2008 *Parks and Open Space Plan*. At 1,100 acres, the Whisman Planning Area is the second largest planning area in the City and contains 15.41 acres of park and open space facilities. Residential density is above the average for all planning areas and in 2006 the population in the Whisman Planning Area was estimated to be 8,393. The area contains 1.84 park acres per 1,000 residents and currently does not meet the City standard of 3.0 acres per 1,000 residents. All portions of the Whisman Planning Area are located within a one-half mile walking distance of a park facility. The largest park facilities in the area include the 8.6-acre Whisman School/Park and the 3.39-acre Slater School/Park.

Devonshire Park, dedicated in January 2007, is one of four mini-parks in the Whisman Planning Area and is the nearest public park to the project site, located approximately 0.25 miles west of the site. Park amenities include grass fields, playgrounds, and sitting areas. Other nearby park facilities include Whisman School/Park, located approximately 0.60 miles to the west, and Slater School/Park located approximately 0.60 miles to the south of the project site.

The Hetch-Hetchy Trail, one of five major trail systems in the City of Mountain View, abuts the project site to the south. The Hetch-Hetchy is a right-of-way crossing through Mountain View, from the Sunnyvale border near Highway 237 to the Los Altos border near San Antonio Road. Owned by the City of San Francisco, large pipes carrying water from the Hetch-Hetchy Reservoir are buried beneath the surface. The right-of-way varies in width, but is a minimum of 80 feet wide in all locations. The City of Mountain View recently completed a new bicycle/pedestrian trail on the Hetch-Hetchy right-of-way between Whisman Park and North Whisman Road. The Hetch-Hetchy Trail serves as a connection between Stevens Creek Trail and the VTA Middlefield Light Rail Station.

4.14.2 Environmental Checklist and Discussion of Impacts

PUBLIC SERVICES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:					
Fire Protection?	☐	☐	☒	☐	1, 3, 20
Police Protection?	☐	☐	☒	☐	1, 3, 21
Schools?	☐	☐	☐	☒	1, 3
Parks?	☐	☐	☒	☐	1, 3, 22
Other Public Facilities?	☐	☐	☐	☒	1, 3

4.14.2.1 *Fire Protection Services*

The project would increase the office development on the site by approximately 77,257 square feet, increasing the number of people working at the site and thus incrementally increasing the need for fire suppression and rescue response services. The project would be constructed to current Fire Code standards, and would not increase the urban area already served by the Mountain View Fire Department. The Mountain View Fire Department does not anticipate the need to construct a new fire station to accommodate growth anticipated in the 2030 General Plan.[22] Since the project is consistent with the 2030 General Plan, the incremental increase in demand for fire services represented by the project would not result in the need to expand or construct new fire facilities.

4.14.2.2 *Police Protection Services*

The redevelopment of the project site within Mountain View is not expected to substantially increase demand for police services in the project area. The project would be designed and constructed in conformance with current codes and reviewed by the Mountain View Police Department to ensure that appropriate safety features which minimize criminal activity are incorporated into the project design. The Mountain View Police Department maintains a staffing ratio of approximately 1.3 officers per 1,000 residents. Since the proposed project would not add any residents, the project would not represent a significant demand for increased police staffing to serve the site.

[22] City of Mountain View. *Draft General Plan and Greenhouse Gas Reduction Program, Draft EIR.* November 2011. Page 495.

4.14.2.3 *Parks and Recreation Impacts*

To meet the Mountain View's demand for parks and open space, the City uses the Quimby Act (California Government Code, Section 66477), which allows cities to require builders of residential subdivisions to dedicate land for parks and recreational areas, or pay an open space fee to the City. The project does not propose residential development, thus it would not be required to dedicate parkland or pay in lieu fees for parkland.

The project, which would result in a net increase of 77,257 square feet of office space on the project site, would slightly increase the number of people using nearby park facilities. The incremental increase would not require the construction of new parkland or cause the deterioration of existing facilities.

4.14.3 Conclusion

The project may incrementally increase the demand for fire and police protection services in the City by increasing the about of office space and people on site, but would not result in adverse physical impacts or deterioration of recreational facilities. **[Less Than Significant Impact]**

The project does not propose to develop residences in the City of Mountain View; therefore, it would not have any effects on school or library services. **[No Impact]**

4.15 RECREATION

4.15.1 Existing Setting

The City of Mountain View currently owns 972.26 acres of parks and open space facilities, including 22 urban parks and the Stevens Creek Trail. The urban parks are divided among mini-parks, neighborhood parks, district parks, a community garden, and a regional park (Shoreline at Mountain View). The City also maintains 10 parks under joint-use agreements with local school districts.

The proposed project site is located within the Whisman Planning Area of the City of Mountain View 2008 *Parks and Open Space Plan*. At 1,100 acres the Whisman Planning Area is the second largest planning area in the City and contains 15.41 acres of park and open space facilities. Residential density is above the average for all planning areas and in 2006 the population in the Whisman Planning Area was estimated to be 8,393. The area contains 1.84 park acres per 1,000 residents and currently does not meet the City standard of 3.0 acres per 1,000 residents. All portions of the Whisman Planning Area are located within a one-half mile walking distance of a park facility. The largest park facilities in the area include the 8.6-acre Whisman School/Park and the 3.39-acre Slater School/Park.

Devonshire Park, dedicated in January 2007, is one of four mini-parks in the Whisman Planning Area and is the nearest public park to the project site, located approximately 0.25 miles to the west of the site. Park amenities include grass fields, playgrounds, and sitting areas. Other nearby park facilities include Whisman School/Park, located approximately 0.60 miles to the west, and Slater School/Park located approximately 0.60 miles to the south of the project site.

The Hetch-Hetchy Trail, one of five major trail systems in the City of Mountain View, abuts the project site on the south. The Hetch-Hetchy is a right-of-way crossing through Mountain View, from the Sunnyvale border near Highway 237 to the Los Altos border near San Antonio Road. Owned by the City of San Francisco, large pipes carrying water from the Hetch-Hetchy Reservoir are buried beneath the surface. The right-of-way varies in width but is a minimum of 80 feet wide in all locations. The City of Mountain View recently completed a new bicycle/pedestrian trail on the Hetch-Hetchy right-of-way between Whisman Park and North Whisman Road. The Hetch-Hetchy Trail serves as a connection between Stevens Creek Trail and the VTA Middlefield Light Rail Station.

4.15.2 Environmental Checklist and Discussion of Impacts

RECREATION					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐	1, 3, 22
2) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒	1

4.15.2.1 *Recreation Impacts*

The project proposes to develop one commercial office building. The project does not propose any residential development. Increased use of parks by employees would be incremental and would not cause significant physical deterioration. The project does not propose or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

Since the proposed project does not include residential development, it would not be required to dedicate park land or pay fees toward parkland pursuant to Chapter 41.6 of the Mountain View Municipal Code.

4.15.3 Conclusion

The project would not result in a significant adverse impact to recreation facilities within the City of Mountain View. **[Less Than Significant Impact]**

4.16 TRANSPORTATION

The discussion in this section is based on the "600 National Avenue Office Development, Traffic Impact Analysis" prepared by *Hexagon Transportation Consultants* in November 2013. This report is included in this Initial Study as Appendix E. A transportation demand management (TDM) plan for the project, prepared by *TDM Specialists, Inc.* in November 2013, is included as Appendix F.

4.16.1 Existing Setting

The 4.8-acre project site comprised of four parcels located along National Avenue. The site is located in the East Whisman area of Mountain View, which is defined by sustainable, transit-oriented employment centers with strong pedestrian and bicycle connectivity to light rail, employers, and amenities. The project site currently contains four one-story office/light industrial buildings.

4.16.1.1 *Existing Roadway Network*

Regional access to the project site is provided by US 101, State Route (SR) 85 and SR 237.

US 101 is a north-south freeway that extends through and beyond the Bay Area, connecting San Francisco to San Jose. US 101 is eight lanes wide (three mixed-flow lanes and one HOV lane in each direction) in the vicinity of the project site. US 101 provides site access via a full interchange at Ellis Street.

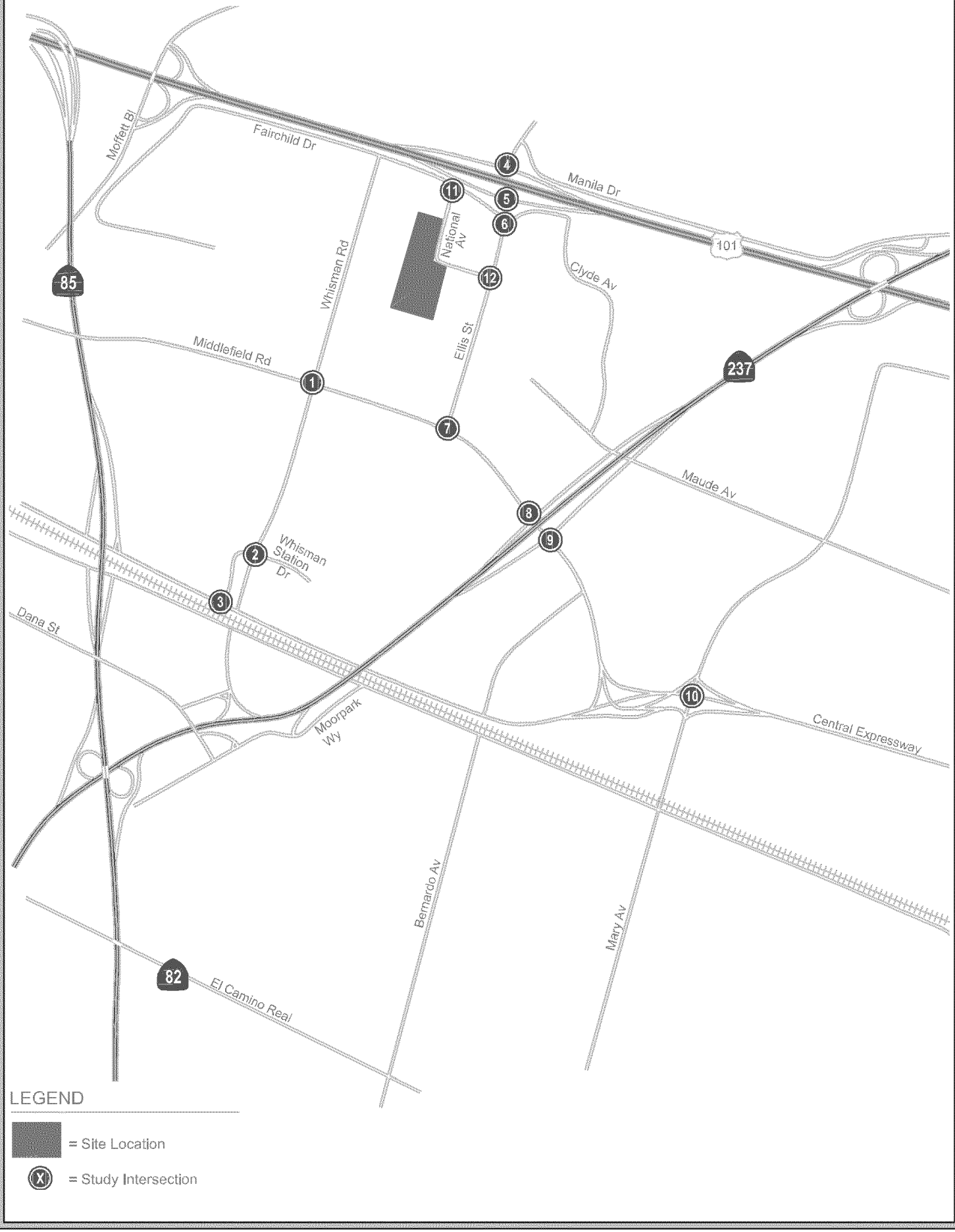
SR 85 is a north-south freeway that begins at US 101, east of Shoreline Boulevard and extends south towards San Jose and terminates at US 101 east of the Silicon Valley Boulevard/Bernal Road interchange. SR 85 is six lanes wide (two mixed-flow lanes and one HOV lane in each direction) in the vicinity of the project.

SR 237 is an east-west freeway that begins at the intersection of El Camino Real and Grant Road in Mountain View and extends to Milpitas in the northeast. It has four lanes in the vicinity of the project.

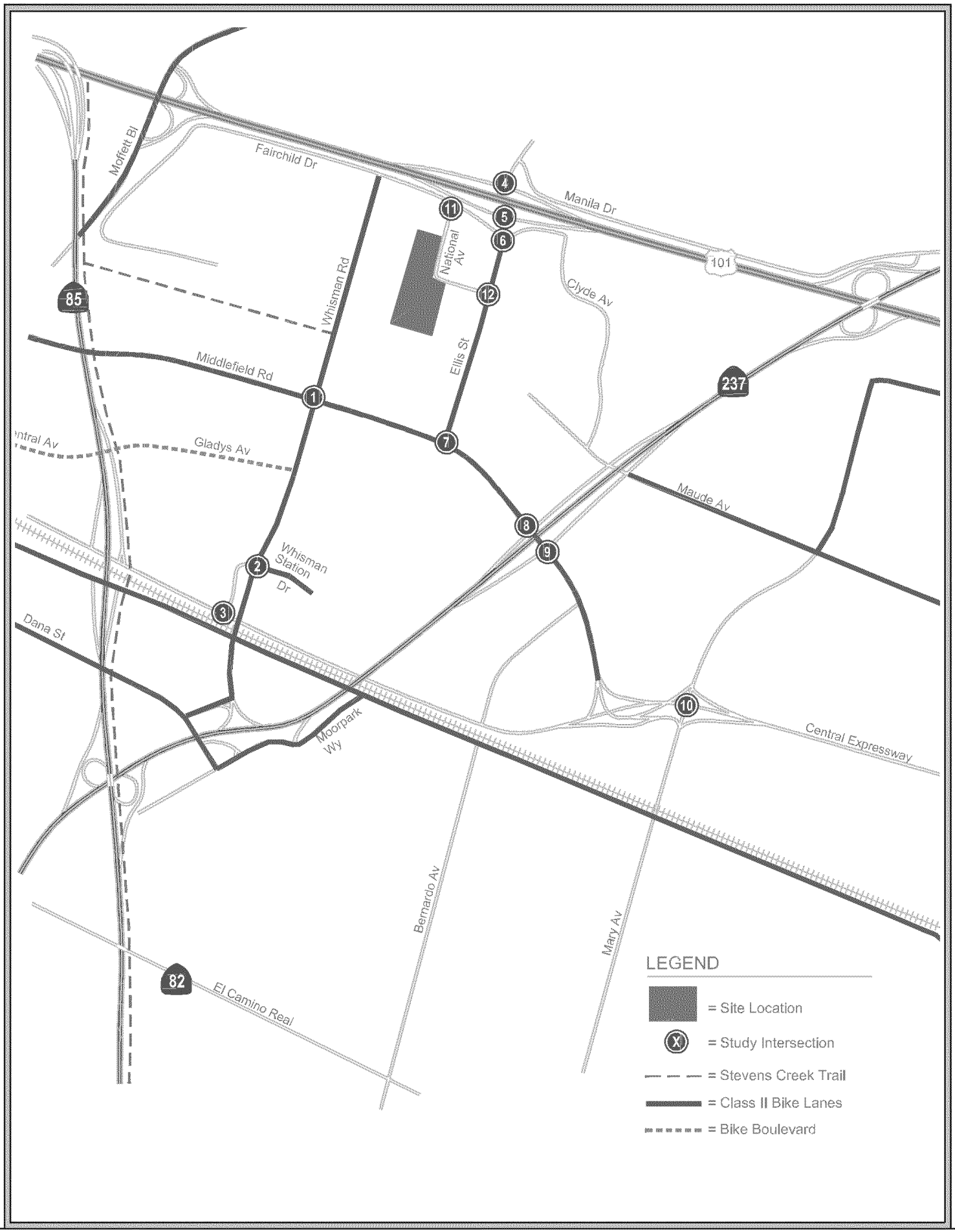
Local access to the project site is provided via Central Expressway, Moffett Boulevard, Middlefield Road, Ellis Street, National Avenue, Fairchild Drive, and Whisman Road. These roadways, streets, and the project study intersections are shown on Figure 10.

Central Expressway is an east-west four lane roadway that begins at the intersection of San Antonio Road and Alma Street in Palo Alto. It is an extension of Alma Street and extends east towards Santa Clara. Central Expressway is south of the project site and provides access to the project site via Whisman Station Drive and Middlefield Road. On-street parking is prohibited on Central Expressway.

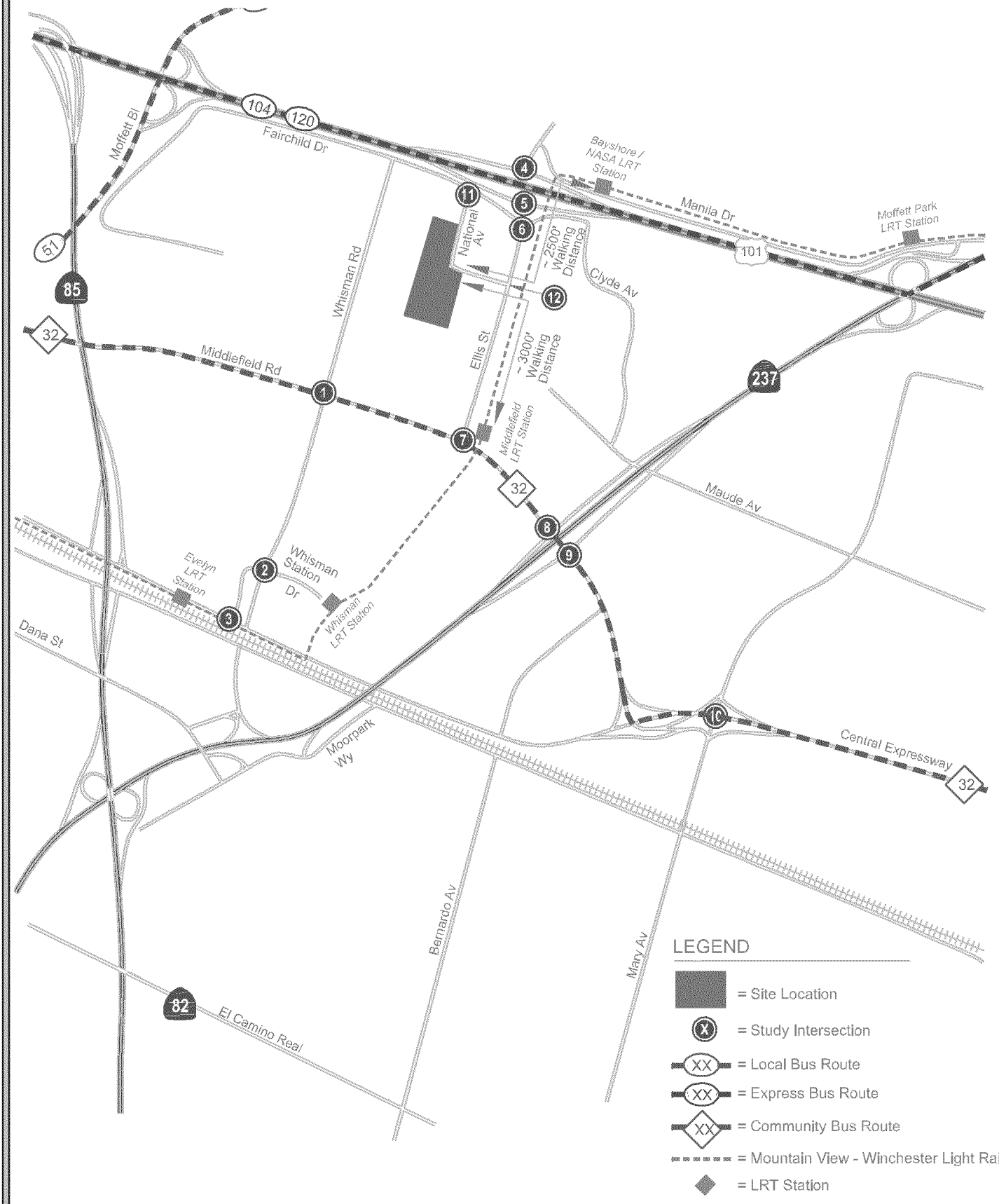
Moffett Boulevard is a north-south four lane roadway with left-turn pockets that extend between US 101 to the north and Central Expressway to the south. South of Central Expressway, it extends through downtown Mountain View as Castro Street. Moffett Boulevard provides access to the proposed project site via Leong Drive and Middlefield Road.



PROJECT STUDY AREA AND INTERSECTIONS FIGURE 10



EXISTING BICYCLE FACILITIES FIGURE 11



EXISTING TRANSIT FACILITIES FIGURE 12

Ellis Street is a four-lane roadway aligned in a north-south orientation in the vicinity of the project site. Ellis Street extends northward from Middlefield Road to Cody Road/Macon Road just beyond US 101. Ellis Street has a two-way-center-left-turn lane and provides access to commercial uses. Ellis Street has striped bicycle lanes on both sides of the street and on-street parking is prohibited. Access to the project site is provided via its intersection with National Avenue.

Fairchild Drive is a two-lane roadway that runs parallel and adjacent to US 101 from Leong Drive to Clyde Avenue. It is a frontage road to the freeway, where on-street parking and bike and pedestrian activity are restricted to the south side of the street. National Avenue terminates at Fairchild Drive.

Middlefield Road is an east-west four lane roadway that runs parallel to US 101. It begins at the intersection of Central Expressway in Mountain View and traverses west through Redwood City. The major intersections along Middlefield Road are signalized. On-street parking is prohibited and access to the site is provided via Ellis Street.

National Avenue is a two lane roadway that extends south from Fairchild Drive, then turns east and extends to Ellis Street. National Avenue provides direct access to the project site and surrounding commercial uses. On-site parking is available on both sides of National Avenue in the vicinity of the project site.

Whisman Road is a north-south two lane roadway between Fairchild Drive and Middlefield Road, then it continues south as a four lane roadway to SR 237. Whisman Road provides access to the project site via Fairchild Drive and Middlefield Road. On-street parking is available on the west side of Whisman Road in the vicinity of the project site.

4.16.1.2 *Existing Transit, Bicycle, and Pedestrian Facilities*

Existing Transit Network

The Santa Clara Valley Transportation Authority (VTA) operates local bus and light rail service in the project area. The existing VTA transit services and bicycle facilities are described below and shown in Figures 11 and 12.

VTA Light Rail (LRT) Service is provided by the Mountain View-Winchester LRT line (Route 902), which operates east of Ellis Avenue in the study area. The Bayshore/NASA LRT station is located approximately 2,500 feet (walking distance) northeast of the project site and the Middlefield LRT station is located about 3,000 feet (walking distance) southeast of the site. Route 902 provides service between Downtown Mountain View and the Winchester station in Campbell. Weekday service is approximately between 4:45 AM and 12:45 AM, with 15-minute headways during commute hours.

The closest VTA Bus Service is located at the intersection of Ellis Street and Middlefield Road, approximately one-half mile from the project site. This bus stop is served by two VTA routes.

- The 32 line operates on Middlefield Road in the project vicinity, providing service between the San Antonio Transit Center and the Santa Clara Transit Center between 5:45 AM and 8:00 PM with 30-minute headways during peak hours.

- The 51 line operates on Moffett Boulevard in the project vicinity, providing service between Moffett Field/Ames Center and DeAnza College in Cupertino during the hours of 6:00 AM and 7:00 PM, with 30 to 60-minute headways during peak hours.

Bicycle Classifications

There are four bikeway classifications in the City of Mountain View:

- Class I Bicycle Paths: Separate right of way for the exclusive use of bicycles and pedestrians with minimal roadway crossing.

- Class II Bicycle Lanes: Striped lane for on-street, one-way bicycle travel designed for the exclusive use of cyclists.

- Class III Bicycle Routes: Identified with "bicycle route" signs on streets with wide curbside travel lanes to allow both cyclists and motor vehicles.

- Bicycle Boulevards: A modified bicycle route providing a more convenient and efficient through-route for all cyclists, marked by signs, pavement markings, and in some cases traffic calming devices.

Bicycle lanes provide a striped lane for one-way bicycle travel on a street or highway and are designed for the exclusive use of cyclists with certain exceptions. For instance, right turning vehicles must merge into the lane before turning, and pedestrians can use the bicycle lane when there is no adjacent sidewalk. A bicycle route may be identified on a local residential or collector street when the travel lane is wide enough and the traffic volume is low enough to allow both cyclists and motor vehicles. Although some wide streets with high volumes of traffic could be designated as bicycle routes, official bicycle routes in Mountain View are on low-volume streets.

Existing Bicycle and Pedestrian Facilities

There are numerous designated bicycle lanes and bicycle routes within the vicinity of the project. Ellis Street supports bicycle lanes from Middlefield Road to US 101. Whisman Road has bicycle lanes from Fairchild Drive to SR 237. Whisman Station Drive has bicycle lanes east of Whisman Road and lanes exist along the entirety of Middlefield Road within the vicinity of the project. Gladys Avenue is designated as a bicycle boulevard and Maude Avenue supports bicycle lanes east of SR 237 to Pastoria Avenue. Existing bicycle facilities can be seen in Figure 11.

The Stevens Creek Trail is a Class I shared pedestrian/bicycle path located west of the project site. The Stevens Creek Trail extends from Shoreline Boulevard south to Dale Avenue/Heatherstone Way. This paved multi-use path is ideal for bicycle commuters as it connects to the North Bayshore businesses, the area east of Downtown Mountain View, and residential areas adjacent to the trail.

The Stevens Creek Trail provides connections to other bicycle lanes and routes such as Moffett Boulevard, Middlefield Road and Central Avenue, as well as major bus routes, Caltrain and light rail stations. The trail can be accessed from Whisman Road and Middlefield Road in the project vicinity.

The availability of this trail near the project site could encourage an alternative mode of transportation for the future employees of the proposed project.

Immediately west of the project site is a north/south pedestrian pathway on the adjacent property that runs the length of the project site, which can be seen on Figure 3. The pathway continues south of the project site to an east/west pedestrian pathway, along the Hetch-Hetchy right-of-way, that connects Whisman Road and Ellis Street. This pedestrian path is planned to run north-south from Fairchild Drive to Middlefield Road, but, south of the project site, the path has not been completed.

Sidewalks are found along virtually all previously described local roadways and along the commercial streets and collectors near the site, with a few exceptions. Portions of National Avenue lack sidewalks, including the portion along the project frontage. Portions of Ellis Street lack sidewalks, in particular near the US 101 interchange and also near National Avenue.

4.16.1.3 *Existing Vehicular Traffic Level of Service Methodology*

The Santa Clara Valley Transportation Authority (VTA) is the Congestion Management Agency (CMA) for Santa Clara County and oversees the Santa Clara County Congestion Management Program (CMP). The CMP identifies regional intersections in the County that are under the control of the CMA.

Existing traffic conditions at the project study intersection was evaluated using the level of service (LOS) standards of the City of Mountain View and the CMP. Level of Service is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little to no delay, to LOS F, or jammed conditions with excessive delays. The level of service defined as acceptable by the City of Mountain View is LOS D or better for City controlled intersections. The VTA defines acceptable operating level as LOS E or better for CMP designated intersections. Table 4.16-1 shows the level of service descriptions and thresholds for signalized intersections.

Table 4.16-1 Signalized Intersection Level of Service Definitions Based on Control Delay		
LOS	**Description**	**Total Delay (seconds per vehicle)**
A	Signal progression is extremely favorable. Most vehicles arrive during the green phase and do not stop at all. Short cycle lengths may also contribute to the very low vehicle delay.	Up to 10.0
B	Operations characterized by good signal progression and/or short cycle lengths. More vehicles stop than with LOS A, causing higher levels of average vehicle delay.	10.1 to 20.0
C	Higher delays may result from fair signal progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, though may still pass through the intersection without stopping.	20.1 to 35.0
D	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable signal progression, long cycle lengths, or high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	This is considered to be the limit of acceptable delay. These high delay values generally indicate poor signal progression, long cycle lengths, and high volume-to-capacity (V/C) ratios. Individual cycle failures occur frequently.	55.1 to 80.0
F	This level of delay is considered unacceptable by most drivers. This condition often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection. Poor progression and long cycle lengths may also be major contributing causes of such delay levels.	Greater than 80.0
Source: Transportation Research Board. *2000 Highway Capacity Manual.* 2000. Page 10-16.		

The City of Mountain View does not apply significance thresholds to unsignalized intersections. Two unsignalized intersections were included as part of the study. Level of service calculations at the unsignalized intersections was based on the 2000 Highway Capacity Manual (HCM) method. TRAFFIX software was used to apply the 2000 HCM operations method for evaluation of conditions at unsignalized intersections. This method is applicable for both two-way and all-way stop-controlled intersections. The delay and corresponding level of service at the unsignalized, stop-controlled intersections are presented in Table 4.16-2 below.

Table 4.16-2 Unsignalized Intersection Level of Service Definitions		
LOS	**Description**	**Total Delay (seconds per vehicle)**
A	Little or no traffic delay.	10.0 or less
B	Short traffic delay.	10.1 to 15.0
C	Average traffic delay.	15.1 to 25.0
D	Long traffic delay.	25.1 to 35.0
E	Very long traffic delay.	35.1 to 50.0
F	Extreme traffic delay.	Greater than 50.0
Source: Transportation Research Board. *2000 Highway Capacity Manual.* 2000.		

Baseline Traffic Conditions

The analysis was designed to identify and evaluate the potential traffic impacts of the proposed office redevelopment on the surrounding transportation infrastructure in the project vicinity. Project impacts were evaluated following the guidelines of the City of Mountain View and the Santa Clara County Transportation Authority (VTA).

Since the proposed project would generate more than 100 peak hour trips, a Congestion Management Program (CMP) analysis was required. The study analyzed ten signalized and two unsignalized intersections (National Avenue/Fairchild Drive and Ellis Street/National Avenue) along with seven freeway segments. The signalized intersections are listed below in Table 4.16-3, and the unsignalized intersections are listed in Table 4.16-5

Traffic conditions at the study intersections were analyzed for weekday morning (7:00 to 9:00 a.m.) and evening (4:00 to 6:00 p.m.) peak traffic travel periods.

Traffic conditions were evaluated for the following scenarios:

- Existing Conditions: Existing traffic volumes for the non-CMP intersections and AM peak hour counts for the CMP intersections are based on traffic counts conducted in 2013, and PM peak hour traffic volumes for the CMP intersections are from year 2012 counts.

- Existing Plus Project Conditions: Existing traffic volumes with the project were estimated by adding the existing traffic volumes to the additional traffic generated by the proposed project. Project conditions were evaluated relative to existing conditions in order to determine potential project impacts.[23]

- Background Conditions: The background traffic volumes were defined as trips associated with nearby approved, but not yet constructed, development projects, added to existing traffic volumes. The list of approved projects was provided by the City. Background conditions also include the incremental increase in traffic that would result from full occupancy of the existing buildings on the project site.

[23] Since the existing buildings are partially vacant, trip generation credits were not included.

- Background plus Project Conditions: Background traffic volumes with the project were estimated by adding the background traffic volumes to the net additional traffic generated by the proposed project. Background plus project conditions were evaluated relative to background conditions in order to determine potential project impacts.

- Cumulative Conditions: The cumulative no project (or cumulative baseline) traffic volumes were based on the assumption of a two percent growth factor per year for five years, which was applied to existing traffic volumes, and then background project trips were added, in accordance with standard Mountain View procedures. The estimates of trips generated by the project were then added to the cumulative no project traffic volumes to yield cumulative with project traffic volumes. The results of this analysis is included in *Section 4.18.2, Cumulative Impacts* of this Initial Study.

Existing Traffic Volumes and Intersection Levels of Service

The results of the intersection level of service analysis under existing conditions are summarized in Table 4.16-3. The results of the analysis show that all of the ten study intersections currently operate at an acceptable LOS D or better during both the AM and PM peak hours of traffic.

Table 4.16-3
Existing Intersection Level of Service

Project Intersection	Peak Hour	Existing	
		Average Delay (seconds)	LOS
1. Middlefield Road and Whisman Road	AM	18.2	C
	PM	19.4	C
2. Whisman Road and Whisman Station Drive	AM	17.6	C
	PM	13.7	B
3. Central Expressway and Whisman Road*	AM	17.5	B
	PM	19.4	B
4. US 101 Northbound Ramp and Ellis Street	AM	23.6	C
	PM	28.6	C
5. US 101 Southbound Ramp and Ellis Street	AM	26.9	C
	PM	24.3	C
6. Fairchild Drive and Ellis Street	AM	19.6	B
	PM	22.8	C
7. Middlefield Road and Ellis Street	AM	9.6	B
	PM	12.3	B
8. SR 237 Westbound and Middlefield Road	AM	14.2	B
	PM	13.8	B
9. SR 237 Eastbound and Middlefield Road	AM	23.8	C
	PM	17.4	B
10. Central Expressway and Mary Avenue*	AM	44.3	D
	PM	46.0	D
*Denotes CMP Intersection			

Traffic conditions in the field were observed in order to identify existing operational deficiencies and to confirm the accuracy of calculated levels of service. The purpose of this effort was 1) to identify any existing traffic problems that may not be directly related to intersection level of service, and 2) to identify any locations where the LOS calculation does not accurately reflect level of service in the field.

4.16.1.4 *Existing Freeway Segment Levels of Service*

Freeway segment densities reported in the 2012 Santa Clara County Congestion Management Program (CMP) Monitoring Report were used to calculate the existing level of service for the freeway segments in the study area.

The following freeway segments do not currently operate within the CMP standard of LOS E or better under existing conditions:

- SR 237, between Maude Avenue and US 101 (eastbound AM peak hour and westbound PM peak hour)
- SR 237, between US 101 and Mathilda Avenue (eastbound AM peak hour and westbound PM peak hour)
- US 101, between SR 237 and Moffett Boulevard (northbound both AM and PM peak hours and southbound AM peak hour)
- SR 85, between US 101 and Central Expressway (southbound PM peak hour)
- SR 85, between Central Expressway and SR 237 (southbound PM peak hour)

The remaining freeway segments in the study area operate at an acceptable LOS E or better.

4.16.1.5 *Background Conditions*

Background traffic volumes were obtained by estimating trip generation for a list of approved but not yet constructed projects provided by the City of Mountain View staff. The following five projects were included in the background analysis:

- Fairchild Drive (additional 41,560 square feet of office uses)
- 690 Middlefield Road (340,000 square feet of office uses)
- 625-685 Clyde Avenue (385,510 square feet of office uses)
- 369 Whisman Road (180,773 square feet of office uses)
- 135 Ada Avenue (59 residential units)

Also included in the background traffic volumes were trips associated with full occupancy of the previous uses (estimated using ITE trip generation rates). Trip generation estimates for the approved projects were based on traffic impact studies conducted for each of the projects.

4.16.1.6 *Background Conditions Intersection Level of Service*

The results of the intersection LOS analysis under background conditions are summarized in Table 4.16-6. The results show that all of the non-CMP study intersections would continue to operate at an

acceptable LOS C or better during both the AM and PM peak hours of traffic. CMP study intersections would continue to operate at an acceptable LOS D or better under background conditions.

4.16.2 Environmental Checklist and Discussion of Impacts

TRANSPORTATION/TRAFFIC					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐	1, 2, 3, 4, 23, 24
2) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐	1, 2, 3, 23, 24
3) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒	1, 17
4) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible land uses (e.g., farm equipment)?	☐	☐	☐	☒	1, 23
5) Result in inadequate emergency access?	☐	☐	☐	☒	1, 23
6) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒	1, 3, 23

4.16.2.1 *Traffic Impact Thresholds*

City of Mountain View

The City of Mountain View has established standards for significance in evaluation of transportation impacts. The project can be said to create a significant adverse impact on traffic conditions at a signalized intersection in the City of Mountain View if for either peak hour:

- The level of service at the intersection drops below its respective level of service standard when project traffic is added, or
- The intersection is already operating at an unacceptable level of service under background conditions and the addition of project traffic causes both the critical-movement delay at the intersection to increase by four (4) or more seconds and the volume-to-capacity ratio (V/C) to increase by one percent (.01) or more.

A significant impact by City of Mountain View standards is said to be satisfactorily mitigated when measures are implemented that would restore intersection conditions to its level of service standard or to an average delay that is better than background conditions.

Pedestrian, Bicycle, and Transit Impacts

A significant pedestrian, bicycle, or transit impact would occur if the proposed project:

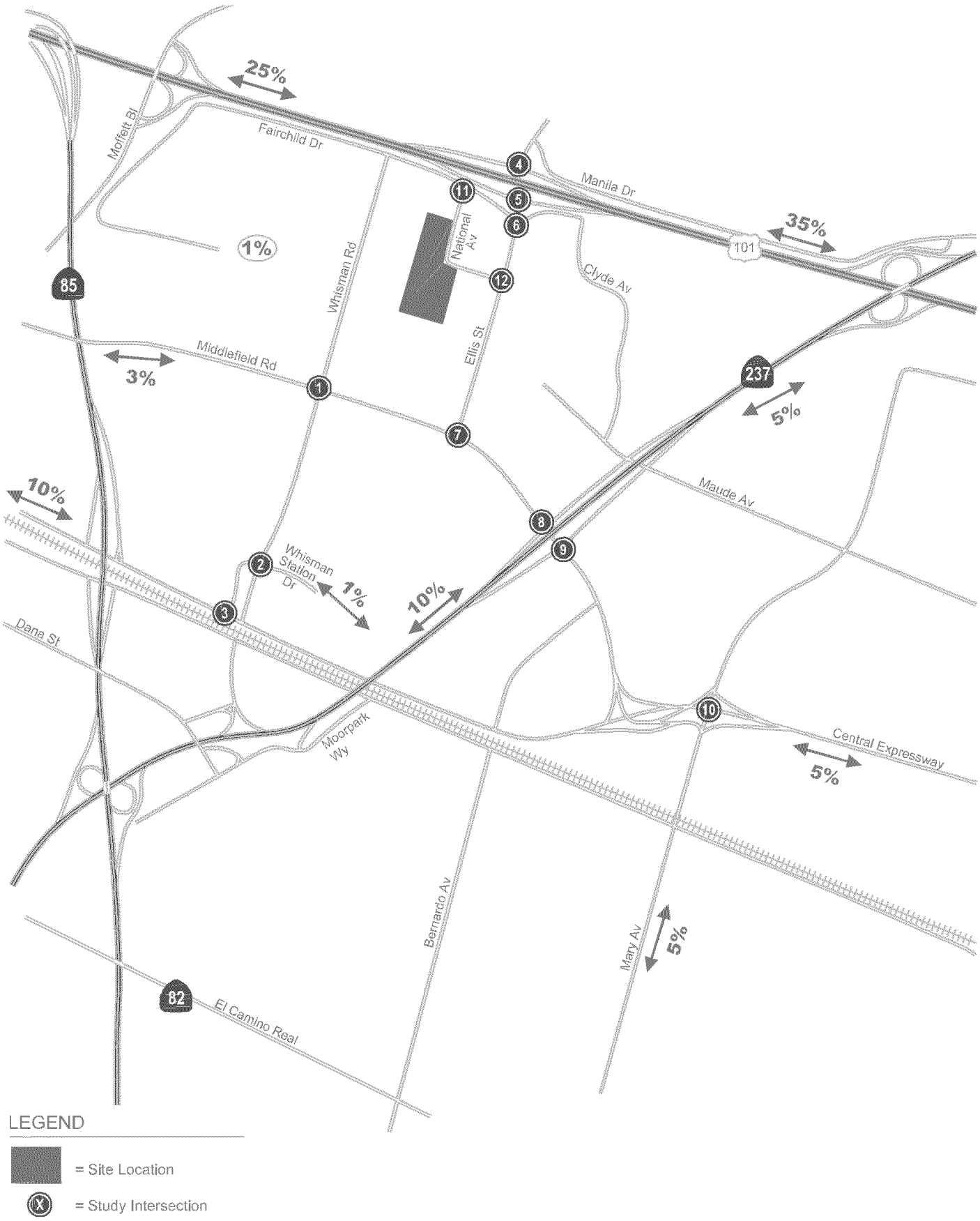
- Conflicts with existing or planned pedestrian, bicycle, and/or transit facilities; or
- Creates pedestrian and bicycle demand without adequate and appropriate facilities for safe non-motorized mobility; or
- Generates potential transit trips without adequate transit capacity or access to transit stops.

4.16.2.2 *Trip Generation Impacts*

The project proposes demolition of four existing office/light industrial buildings totaling 63,312 square feet and the construction of one four-story office building containing approximately 140,654 square feet of office space.

The traffic generated by the project was estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. Trip generation estimates for the project were developed using the "General Office" land use rate from Trip Generation (9th Edition) by the Institute of Transportation Engineers (ITE). The results of the trip generation analysis are shown below in Table 4.16-4. Figure 13 shows the project intersection and net trip distribution.

The proposed project would generate a total of 251 trips in the AM peak hour (221 inbound and 30 outbound) and 236 trips in the PM peak hour (40 inbound and 196 outbound). The trips generated assuming full occupancy of the existing buildings and the net new project trips (above those accommodated by existing buildings) are shown in Table 4.16-4.



PROJECT INTERSECTIONS AND NET TRIP DISTRIBUTION FIGURE 13

The project would generate 1,260 net new daily trips, 93 AM peak hour trips (170 inbound and 23 outbound), and 175 PM peak hour trips (33 inbound and 142 outbound).

Table 4.16-4
Project Trip Generation Rates and Estimates

Land Use	Size (Square Feet)	Daily Trips	AM Peak Hour				PM Peak Hour			
			Peak Hour Rate[1]	In	Out	Total	Peak Hour Rate[1]	In	Out	Total
Proposed General Office[1]	140,654	1,701	1.79	221	30	251	1.68	40	196	236
Existing Light Industrial[1]	63,312	6.97	0.92	51	7	58	0.97	7	54	61
Net New Project Trips:		**1,260**		**170**	**23**	**193**		**33**	**142**	**175**

Source: Hexagon Transportation Consultants. 2013.

[1] Based on Fitted Curved Equation for General Office Building (710). Institute of Transportation Engineers, Trip Generation, 9th Edition.

According to the Santa Clara County Congestion Management Program TIA Guidelines, a development within walking distance (approximately 2,000 feet) to a transit center can qualify for up to a three percent reduction in trip generation to reflect the effect of transit usage. The project is located approximately 2,500 feet (walking distance) from the Bayshore/NASA LRT station and approximately 3,000 feet (walking distance) from the Middlefield LRT station. While some employees are expected to use each of the two LRT stations within the project vicinity, to be conservative, no trip reduction credit was taken because the distance to both transit centers exceeds the 2,000-foot walking distance set forth in the *TIA Guidelines*. Figure 12 shows the transportation facilities near the project site.

4.16.2.3 *Existing Plus Project Intersection Level of Service*

The results of the intersection LOS analysis are summarized in Table 4.16-5. Under existing plus project conditions, all of the non-CMP study intersections would operate at LOS C or better. All CMP intersections would continue to operate at an acceptable LOS D or better. Therefore, the proposed project would not have a significant impact on the intersections in the project area.

Table 4.16-5 Existing and Existing Plus Project Conditions Intersection Level of Service					
Project Intersection	**Peak Hour**	**Existing**		**Existing Plus Project**	
		Average Delay (seconds)	**LOS**	**Average Delay (seconds)**	**LOS**
1. Middlefield Road and Whisman Road	AM	18.2	C	18.2	C
	PM	19.4	C	19.4	C
2. Whisman Road and Whisman Station Drive	AM	17.6	C	17.9	C
	PM	13.7	B	13.7	B
3. Central Expressway and Whisman Road*	AM	17.5	B	17.5	B
	PM	19.4	B	21.0	C
4. US 101 Northbound Ramp and Ellis Street	AM	23.6	C	24.0	C
	PM	28.6	C	29.4	C
5. US 101 Southbound Ramp and Ellis Street	AM	26.9	C	28.5	C
	PM	24.3	C	25.4	C
6. Fairchild Drive and Ellis Street	AM	19.6	B	20.9	C
	PM	22.8	C	24.0	C
7. Middlefield Road and Ellis Street	AM	9.6	B	10.4	B
	PM	12.3	B	12.5	B
8. SR 237 Westbound and Middlefield Road	AM	14.2	B	14.3	B
	PM	13.8	B	13.7	B
9. SR 237 Eastbound and Middlefield Road	AM	23.8	C	23.8	C
	PM	17.4	B	17.3	B
10. Central Expressway and Mary Avenue*	AM	44.3	D	44.4	D
	PM	46.0	D	46.1	D
*Denotes CMP Intersection.					

4.16.2.4 *Background Plus Project Intersection Level of Service*

The results of the intersection LOS analysis under background plus project conditions are summarized in Table 4.16-6. All of the non-CMP study intersections would operate at LOS C or better during both the AM and PM peak hours of traffic. All CMP intersections would continue to operate at an acceptable LOS D or better under background plus project conditions.

Table 4.16-6 Background and Background Plus Project Intersection Level of Service					
Project Intersection	**Peak Hour**	**Background**		**Background Plus Project**	
		Average Delay (seconds)	**LOS**	**Average Delay (seconds)**	**LOS**
1. Middlefield Road and Whisman Road	AM	18.2	C	18.5	C
	PM	19.4	C	19.8	C
2. Whisman Road and Whisman Station Drive	AM	17.6	C	18.2	C
	PM	13.7	B	13.7	B
3. Central Expressway and Whisman Road*	AM	17.5	B	17.7	B
	PM	19.4	B	21.7	C
4. US 101 NB Ramp and Ellis Street	AM	23.6	C	25.5	C
	PM	28.6	C	31.8	C
5. US 101 SB Ramp and Ellis Street	AM	26.9	C	43.2	D
	PM	24.3	C	29.9	C
6. Fairchild Drive and Ellis Street	AM	19.6	B	23.2	C
	PM	22.8	C	34.9	C
7. Middlefield Road and Ellis Street	AM	9.6	B	11.7	B
	PM	12.3	B	12.8	B
8. SR 237 Westbound and Middlefield Road	AM	14.2	B	15.1	C
	PM	13.8	B	14.0	B
9. SR 237 Eastbound and Middlefield Road	AM	23.8	C	23.9	C
	PM	17.4	B	17.8	B
10. Central Expressway and Mary Avenue*	AM	44.3	D	44.5	D
	PM	46.0	D	47.1	D
*Denotes CMP Intersection					

4.16.2.5 *Unsignalized Intersection Level of Service Analysis*

The unsignalized intersections of National Avenue/Fairchild Drive and Ellis Street/National Avenue were analyzed to determine whether any improvements would be needed as a result of the added project traffic. The delay and LOS reported for these intersections reflect the worst delay on the minor street approach. Based on this analysis, the intersections would operate at LOS D or better under all scenarios with the project, as summarized below in Table 4.16.7.

Table 4.16-7 Unsignalized Intersections, Level of Service Estimates									
Unsignalized Intersections	**Peak Hour**	**Existing**		**Existing Plus Project**		**Background**		**Background Plus Project**	
		Avg. Delay	**LOS**	**Avg. Delay**	**LOS**	**Avg. Delay**	**LOS**	**Avg. Delay**	**LOS**
Fairchild Drive and National Avenue	AM	5.8	A	5.8	A	6.7	A	6.7	A
	PM	6.3	A	6.4	A	7.9	A	8.0	A
National Avenue and Ellis Street	AM	15.7	C	22.1	C	19.4	C	26.0	D
	PM	15.4	C	18.7	C	18.5	C	22.4	C
Note: For the unsignalized intersections, the delay shown is the works delay on the minor street approach									

4.16.2.6 *Project Freeway Impacts*

According to CMP guidelines, an analysis of freeway segment levels of service is required if a project is estimated to add trips to a freeway segment equal to or greater than one percent of the capacity of that segment. While the project meets the one-percent criteria on only one freeway segment, a detailed level of service analysis was performed for seven freeway segments in the vicinity of the project site. The levels of service for the freeway segments are shown in Table five in Appendix E.

Traffic volumes on the study freeway segments with the addition of the project trips were calculated and compared to the segment's capacity. The *Highway Capacity Manual* specifies that a capacity of 2,300 vehicles per hour per lane (vphpl) be used for freeway segments six lanes or wider in both directions, a capacity of 2,200 vphpl be used for segments four lanes wide in both directions, and 1,800 vphpl for HOV segments. To be conservative, the study assumed 90 percent of the project trips would use mixed-flow lanes and 10 percent would use the HOV lanes.

Within the project vicinity, the project trips would equate to less than one percent of the capacity of all but one of the study freeway segments, the northbound and southbound segments of US 101 between SR 237 and Mathilda Avenue. With the addition of project trips, the segment would operate at an acceptable level (LOS E or better). Based on CMP standards, the project would not significantly impact this freeway segment. Since the project would contribute less than one percent to the other six freeway study segments, it would not result in a significant impact to freeways.

4.16.2.7 *Transportation Demand Management*

The project has proposed a Transportation Demand Management Plan (TDM) program to promote alternative transportation modes and shift commuting employees from single occupancy vehicles to transit ridership, pedestrian and biking modes, and low-emitting vehicles. This plan is attached to this Initial Study as Appendix F.

TDM measures can reduce the amount of traffic generated by a land use and the associated traffic impacts. In an effort to reduce vehicle traffic and parking demand the project will implement the following TDM measures:

On-site measures:

- Passenger loading zones
- Carpool parking (allocated three percent of total parking for carpools and vanpools with preferential placement of parking spaces)
- Low-emitting and fuel efficient vehicle parking (allocated one percent of total parking for fuel-efficient vehicles with preferential placement of parking spaces)
- Six electric charging stations
- Motorcycle parking
- Transportation and commute information kiosks
- Designated location for a future Whisman Area Shuttle stop if implemented by the Mountain View Transportation Management Association (MVTMA)

Bicycle and Pedestrian measures:

- 48 bicycle spaces (38 bicycle lockers and 10 bicycle rack spaces);
- Showers, changing rooms, and clothing lockers;
- Wide sidewalks and pedestrian amenities; and
- A pedestrian pathway connecting the proposed building to the existing north/south pedestrian path immediately west of the project site leading to Middlefield Road and the light rail.

Commute Programs include:

- Annual membership in the (MVTMA);
- Transit passes and/or subsidies to employees (VTA Eco Pass, Caltrain Go Pass);
- Vanpool subsidies, transit and trip planning resources, bicycle incentives, and carpool and vanpool incentive programs;
- Commuter promotions and employee outreach and events (bicycle to work day, Earth day etc.);
- Flextime and off peak commuting, teleworking/telecommuting, and compressed workweek;
- A commute coordinator on site to manage and monitor commute alternative programs; and
- Other mobility related off-site improvements or an equivalent fee that contributes toward improvements.

As part of the TDM program, the applicant will conduct a survey of employee trip behavior to evaluate the success of the TDM program in a manner acceptable to the City of Mountain View. The annual commute survey summary will be reported to the City of Mountain View, as a required condition of approval. Monetary penalties will be incurred for noncompliance with the targeted trip reduction.

The program described above is targeted to achieve at least a 20 percent reduction in peak hour single-occupancy vehicle trips. At the time of preparation of this Initial Study, no specific tenant was identified for the proposed building. The building owner(s) will be responsible for implementing the TDM measures listed above. While the VTA allows up to five percent trip reduction for projects that implement a TDM program with financial incentives, to be conservative, no trip reduction was

applied for the proposed TDM measures for this project. Implementation of the TDM measures described above as conditions of approval for the project would further reduce already less than significant intersection and freeway traffic impacts, as previously described.

4.16.2.8 *Transit, Bicycle, Pedestrian Impacts*

Transit Facilities

The VTA allows up to a three percent trip reduction for commercial developments located within walking distance (2,000 feet) of a transit center. The project site is located approximately 2,500 feet (walking distance) from the Bayshore/NASA LRT station and approximately 3,000 feet (walking distance) from the Middlefield LRT station. The closest bus stop is approximately one-half mile away on Middlefield Road. Based on the VTA guidelines, no trip reduction for transit usage was taken when evaluating the impact of vehicle traffic generated by the project.

Some employees are expected to walk to the existing light rail stations and bus stop even though it is farther than the distances described above. Assuming a three percent transit mode share as suggested in the VTA guidelines, it is estimated that the project has the potential to generate approximately eight AM peak hour trips and approximately seven PM peak hour transit trips. These trips could be accommodated by the existing transit services.

It should be noted that the newly formed Mountain View Transportation Management Association (MVTMA) was created to run shuttle service for major employers within the City of Mountain View and provide public shuttles between corporate campuses and the downtown area. While the shuttle service has yet to be implemented, there is the potential to increase transit services within the project vicinity as the Whisman area develops. The project site includes a designated location for a Whisman Area Shuttle stop.

Bicycle Facilities

Within the vicinity of the project site, designated bicycle lanes are present along the entirety of Ellis Street, Middlefield Road, and Whisman Road. Gladys Avenue is a designated bicycle boulevard. Whisman Road, Middlefield Road, and Gladys Avenue connect to the Stevens Creek Trail. While bicycles are allowed on Central Expressway, bicyclists are instructed to exercise extreme caution while traveling on this expressway. Local roads like Fairchild Drive, Clyde Avenue, and National Avenue carry low traffic volumes and are conducive to bicyclists.

Pedestrian Impacts

Sidewalks are found along virtually all previously-described roadways in the study area and along the commercial streets and collectors near the site, with a few exceptions. Several portions of National Avenue lack sidewalks, including the project frontage. Portions of Ellis Street lack sidewalks, especially at the US 101/Ellis interchange. Project plans currently show sidewalk improvements proposed along the entire project frontage and plans to provide a pedestrian connection to the existing north/south sidewalk on the west side of the project site, between the Whisman Road and National Avenue properties. The project will be required to make a fair share contribution toward public improvements that provide a pedestrian connection to the

Bayshore/NASA LRT Station and the Middlefield LRT Station and bus service along Middlefield Road.

The proposed project would not have an adverse effect on the existing transit, pedestrian, or bicycle facilities in the study area.

4.16.2.9 *Site Access and Circulation*

As shown on the conceptual site plan (Figure 4), the project proposes two full access driveways on National Avenue. Both driveways will provide access to the surface level parking and the one-story parking deck at the south end of the project site. Under project conditions, the driveways would operate at acceptable levels of service during both the AM and PM peak hours, because of the relatively low traffic volume on National Avenue.

Site distance requirements vary depending on the roadway speeds. For National Avenue, which has a posted speed limit of 25 miles per hour (mph), the Caltrans recommended stopping sight distance is 150 feet. Parking may be prohibited with red curbs within 15 feet of the project driveways.

The project will provide 90-degree parking throughout the site with 26 to 27 feet wide drive aisles, which are adequate for two-way circulation of vehicular traffic. Access to the one level parking deck is provided at the southern end of the project site with an interior vehicle ramp. There are no proposed dead-end aisles.

Access was evaluated for small semi-trailer trucks, emergency vehicles, garbage trucks, and small to medium delivery vehicles. Assuming inbound and outbound truck access via both driveways on National Avenue, the project driveways and drive aisle dimensions are adequate to accommodate these truck types. During activities such as garbage collection, large vehicles may have some off tracking into oncoming travel lanes. Traffic volumes on site would be relatively low and encroachment of heavy vehicles on opposing traffic lanes would not create operational problems. A loading area for truck loading/unloading is shown on the southern drive aisle. Based on review of the site plan, adequate circulation is provided on-site and in the parking deck.

4.16.2.10 *Parking*

The City of Mountain View requires parking be provided for office developments at the rate of one parking space per 300 square feet of gross floor area. The total number of required parking spaces for the proposed 140,654 square foot building would be 469 spaces. The project proposes to provide a total of 422 spaces (225 surface stalls and 197 parking deck stalls). The proposed parking is 47 spaces fewer than the required number of spaces (resulting in a 10 percent reduction), at the request of the City of Mountain View staff in an effort to reduce vehicle use and reliance.

For bicycle parking, the City of Mountain View requires parking to be provided at the rate of five percent of the required vehicle parking. The total number of required spaces for bicycle parking is 23 and the site plan shows a total of 48 bicycle parking spaces which exceeds the City of Mountain View requirements for bicycle parking. At the request of the City of Mountain View staff, the project is doubling the amount of bicycle parking to encourage bike ridership and provide desirable amenities.

4.16.3 Conclusion

Implementation of the proposed project would have a less than significant transportation impact. [**Less Than Significant Impact**]

4.17 UTILITIES AND SERVICE SYSTEMS

The water and sewer capacity discussion in this section is based in part on a study prepared by *Infrastructure Engineering Company (IEC)* in December 2013. This report is included in this Initial Study as Appendix G.

4.17.1 Existing Setting

The project site is located in a developed area within the City of Mountain View and is currently served by existing phone, electrical, water, stormwater, wastewater, and solid waste service systems. Phone service is provided to the project site by AT&T, and electrical service is provided by PG&E.

4.17.1.1 *Water Services*

The City of Mountain View owns and operates its own water utility, which serves the majority of the City and all of the North Bayshore area. Most of the City's water (approximately 84 percent) comes from the City and the County of San Francisco Regional Water System, operated by the San Francisco Public Utilities Commission (SFPUC). This water originates primarily in the Sierra Nevada and is transported via the Hetch Hetchy Water System, but also includes treated water from facilities in Alameda and San Mateo Counties. Mountain View's remaining water comes from the Santa Clara Valley Water District System (SCVWD) (approximately nine percent), local groundwater wells (four percent), and recycled water delivered for non-potable irrigation purposes (three percent).

The City of Mountain View's *2010 Urban Water Management Plan (UWMP)* forecasts that water supplies will be available to meet the City's projected future water demands during normal and wet years until 2035 based on general growth estimates and supplier projections. During single- and multiple-drought years, the City expects reductions in available supply from the SFPUC and SCVWD. This decrease in imported water is anticipated to be made up through implementation of drought-year water conservation measures, the potential increased use of recycled water, and, as the groundwater basin allows, an increase in groundwater production.

Water Conservation

As described in the 2010 UWMP, recent updates to the plumbing codes are expected to reduce Mountain View's water use by four percent in 2015, and up to nine percent in 2035. The implementation of new conservation measures is projected to reduce water use by three percent in 2015 and five percent in 2035, from the base-case scenario.

Current and near-term water conservation measures, as identified in the UWMP, include water waste prohibitions in the Municipal Code, programs to identify system audits, leak detection, and repair, metering with commodity rates and conservation pricing, public information and outreach, and education programs.

Other City of Mountain View water conservation programs include residential water surveys, turf audits, plumbing retrofits, and washing machine incentives. The Mountain View City Council adopted the *Water Conservation in Landscaping Regulations* in May 2010.

Existing Site Development

The project site is currently developed with four office/light industrial buildings, along with parking lots, landscaping, and utilities. When occupied, the employees and visitors to the site use water for business and industrial purposes, cleaning, and landscaping.

Domestic water and fire service for the site is provided by an eight-inch public water main located in National Avenue.

Based on standard water rates for *Limited Industrial* uses (80 gallons per day (gpd) per 1,000 square feet), the existing 63,312 square feet of existing development on the site could use approximately 5,065 gpd of potable water, or 1.8 million gallons per year (mg/y).[24]

4.17.1.2 *Wastewater Services*

The City of Mountain View maintains its own wastewater collection system. The City pumps its wastewater to the Palo Alto Regional Water Quality Control Plant (RWQCP) for treatment. The RWQCP has an overall 40 million gallons per day (mgd) average annual treatment capacity. The City of Mountain View has an annual wastewater capacity allotment of 15.1 mgd at the plant. As of 2010, approximately 8.8 mgd of wastewater from Mountain View was collected and treated by the RWQCP. This quantity is expected to increase to 12.6 mgd by the year 2035.[25]

Sanitary and storm sewers in the City of Mountain View are operated and maintained by the Wastewater Section of the Public Works Department. The project site currently connects to existing eight-inch sanitary sewer main in National Avenue.

Based on rates for *General Industrial* uses (60 gpd/1,000 square feet) the existing site could generate approximately 3,799 gpd, or 1.3 (mg/y) of wastewater.[26]

4.17.1.3 *Storm Drainage*

The City of Mountain View Public Works Department operates and maintains the storm drainage system in the City. The storm drains near the project site flow to Stevens Creek via the Charleston Pond and Pump System, which flows towards north towards San Francisco Bay.

Inlets and catch basins along the project site collect runoff and connect to the 12-inch diameter reinforced concrete pipe (RCP) storm drain running along National Avenue.

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[24] Based on the rates contained in the City of Mountain View, *General Plan Update Utility Impact Study.* Table 2.1. 2011.
[25] City of Mountain View. *2010 Urban Water Management Plan.* June 2011.
[26] Based on the rates contained in the City of Mountain View, *General Plan Update Utility Impact Study.* Table 2.2. 2011.

4.17.1.4 *Solid Waste*

Solid waste collection and recycling services for residents and businesses in Mountain View are provided by Recology Mountain View (formerly known as Foothill Disposal). Once collected, solid waste and recyclables are transported to the SMaRT station in Sunnyvale for sorting. Non-recyclable waste is transported to Kirby Canyon Sanitary Landfill in south San José, which is contracted to the City until 2021. Additional small quantities of waste may be transported to other landfills within the area by private contractors.

The City of Mountain View is working to maintain the waste diversion goal of 50 percent set by state law in 1995. In 2006, the City of Mountain View achieved a diversion rate of 72 percent, which is the last year this rate was calculated.

On March 24, 2009, the Mountain View City Council adopted an Environmental Sustainability Action Plan that calls for, among other actions, the creation of a Zero Waste Plan. The creation of this plan was one of 89 recommendations presented to the Council in the September 2008 final report of the Mountain View Sustainability Task Force. As a first step in this process, Mountain View completed a waste characterization study. For 2009, the disposal rate was 4.0 pounds per capita per day against a target of 7.8 pounds (based on population) as measured by CalRecycle's new methodology.

The Zero Waste Plan will seek to reduce the per capita disposal rate for both residential and commercial waste.[27]

[27] City of Mountain View, Zero Waste Program. Available at: http://www.mountainview.gov/city_hall/public_works/garbage_and_recycling/zero_waste.asp.

4.17.2 Environmental Checklist and Discussion of Impacts

UTILITIES AND SERVICE SYSTEMS					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐	1, 3
2) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐	1, 3, 26,
3) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐	1, 3
4) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐	1, 3, 26,
5) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐	1, 3, 26
6) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐	1, 3, 27
7) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐	1, 27

4.17.2.1 *Water Services Impacts*

Water Demands

The proposed project would redevelop the site and construct a new 140,654 square foot office building on the site, which falls below the threshold established by Senate Bill 610 for a water supply assessment by a local provider. The net increase in developed space on the site (approximately 77,342 square feet) could intensify the demand for water use on the project site over the existing uses

and, therefore, slightly increase the overall water demand in Mountain View. Based on land use factors for *High Intensity Office* uses (the current General Plan land use designation of the site) of 210 gpd/1,000 square feet, the proposed office project could require approximately 29,537 gpd of water, or 12 mg/y (Appendix G).[28] This would be an increase in water use of approximately 24,472 gpd or 1.2 mg/y over the existing land use. These estimated project water demands are consistent with the Mountain View 2030 General Plan guidelines, based on Urban Water Management Plan (2010) projections.

The project would be required to comply with the following City of Mountain View regulations and ordinances to reduce water use on site:

- City of Mountain View's Green Building Code and applicable plumbing codes.
- Mountain View's *Water Conservation in Landscaping Regulations* (May 2010)

Based on the incremental increase in water demand anticipated by the project on the overall water demand in the City and the conservation measures required of the project, the project would not result in a significant impact on water services.

Water Facilities

The proposed development would connect new water services to the existing eight-inch mains in National Avenue. Although water demands for the proposed project are based upon the increase in floor area ratio, domestic water demands rarely drive the sizing of a water distribution system, fire flow requirements are typically 30 to 40 times average and peak domestic water demands. Based on this demand, the site fire flow was analyzed to detect impacts to the water system. The current zoning of *ML: Limited Industrial* requires the highest fire flow rate at 5,000 gpm, and will decrease to 3,500 gpm with redevelopment. Therefore, there would be no change in fire flow, and therefore no incremental impact on the City's water system.

The project would not exceed available or projected water supplies, and would have a less than significant effect on water services. The project would not require construction of new or expanded water supply facilities other than the installation of water lines included in the project.

4.17.2.2 *Wastewater Services Impacts*

Based on the rates for *High-Intensity Office* uses of 150 gpd/1,000 square feet, the project would generate approximately 21,098 gpd of wastewater, or approximately 12 mg/y (Appendix G). This would be an increase of approximately 17,299 gpd, or 10.6 mg/y over the existing estimated wastewater generated from the site.

Sanitary sewer services would be provided for the project by connecting new sanitary sewer laterals to the existing eight-inch public sanitary sewer main located in National Avenue. Flows from the project site would flow north from this line towards the RWQCP.

[28] Because the site is currently partially occupied, the analysis of water usage is based on the different land uses, not specific meter readings.

A sewer and water capacity study prepared for the project studied the impact of the proposed project wastewater generation on this system. Flows from future approved development in the area, including the proposed project and other 2030 General Plan build-out in the vicinity were considered in the modeling. Based on the sewer capacity study prepared for this Initial Study (Appendix G), improvements to one of the sewer lines downstream of the project site is recommended for upsizing from eight-inches to 15-inches to serve these future developments. Specifically, the segment of sewer line affected is the eight-inch main along National Avenue.

This was already identified as undersized, and was recommended for upsizing in the City of Mountain View's General Plan Update Utility Impact Study (GPUUIS) (October 2011), that analyzed the impact that the updated General Plan would have on the City's utility system. These upgrades are included in the City's Capital Improvement Program, and would be funded through the existing rate system. Since the project is proposing a zoning change, and the proposed development on the site would be equal to the development anticipated on the site under the 2030 General Plan, the project would be required to contribute a proportional share for these upgrades as a standard condition of approval.

While a greater quantity of wastewater would be generated at the site with the project, the increase would be within the capacity of the RWQCP, and would not require the construction of new or expanded wastewater treatment facilities at the plant. The project's impact on sewer system capacity in the project area would be less than significant.

4.17.2.3 *Storm Drainage Impacts*

As discussed in *Section 4.9, Hydrology and Water Quality* of this Initial Study, the proposed project would decrease impervious surfaces on the site from approximately 93 to 77 percent, which represents an approximately 16 percent reduction in impervious surfaces.

Based on the inclusion of stormwater collection and treatment facilities on site, and the implementation of C.3 construction and post-construction measures, runoff on the site would not exceed the capacity of the City's existing storm water drainage system. The project would be required to implement upgrades to the storm drain facilities on site and connections to the storm drainage system as conditions of project approval.

4.17.2.4 *Solid Waste Impacts*

The proposed project would develop 140,654 square feet office use on the site, a net increase of approximately 77,342 of developed space on the site. The employees at the project site would be expected to produce an increased quantity of solid waste and recyclables over the existing site.

In addition, large amounts of construction waste would be generated during construction and demolition activities. At least 50 percent of this construction waste will be recycled, in compliance with the City Municipal Code. Through recycling measures proposed for construction and post-construction periods, the project would not adversely affect the City's compliance with the waste diversion requirements under state law.

The City of Mountain View has secured landfill disposal capacity for the City's solid waste until 2021 at Kirby Canyon Landfill in San José. The proposed project would not result in a substantial increase in waste landfilled at Kirby Canyon, or be served by a landfill without sufficient capacity.

4.17.3 Conclusion

The project would result in a less than significant impact to utilities and service systems. **[Less Than Significant Impact]**

4.18 MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
1) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐	1, 2, 3, 11, 12, 13
2) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐	1, 3, 7, 8, 16, 25, 30
3) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐	1, 2, 3, 7, 14, 16, 18, 20

4.18.1 Project Impacts

Under Section 15065(a)(1) of the CEQA Guidelines, a finding of significance is required if a project "has the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory."

The project would not result in significant impacts to aesthetics, agricultural resources, geology and soils, biological resources, greenhouse gas emissions, hydrology and water quality, land use, mineral resources, noise, population and housing, public services, recreation, transportation, and utilities and service systems, with conditions of approval included in the project and required by the City.

With the implementation of the mitigation measures included in the proposed project and described in the hazardous materials sections of this Initial Study, the proposed project would not result in significant adverse environmental impacts. **[Less than Significant Impact]**

4.18.2 Cumulative Impacts

Under Section 15065(a)(3) of the CEQA Guidelines, a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has potential environmental effects "that are individually limited, but cumulatively considerable." As defined in Section 15065(a)(3) of the CEQA Guidelines, cumulatively considerable means "that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects."

As identified elsewhere in this Initial Study, the potential environmental impacts from the proposed project are primarily limited to the construction period, which is estimated at approximately 18 months. It is possible that other proposed construction schedules in the Whisman area may overlap with the project, but the overlap is likely to be minimal, and the proposed project includes measures to minimize disturbance to adjacent land uses, in conformance with the 2030 General Plan and standard Mountain View conditions of approval. **[Less than Significant Impact]**

Cumulative Traffic Conditions

The cumulative no project (or cumulative baseline) traffic volumes were based on the assumption of a two percent growth factor per year for five years applied to existing traffic volumes, then background project trips were added. This growth assumption was provided by the City of Mountain View. The project trip estimates were then added to the cumulative no project traffic volumes to yield cumulative with project traffic volumes. The results of this analysis are shown in Table 4.18-1.

The results of the analysis indicate that all of the non-CMP signalized study intersections and all the CMP study intersections would continue to operate at acceptable LOS D or better during both the AM and PM peak hours of traffic. **[Less Than Significant Impact]**

Table 4.18-1 Cumulative Conditions Intersection Level of Service					
Project Intersection	Peak Hour	No Project		With Project	
		Average Delay (seconds)	LOS	Average Delay (seconds)	LOS
1. Middlefield Road and Whisman Road	AM	18.4	C	18.5	C
	PM	19.7	C	19.8	C
2. Whisman Road and Whisman Station Drive	AM	18.0	C	18.2	C
	PM	13.7	B	13.7	B
3. Central Expressway and Whisman Road*	AM	17.5	B	17.5	B
	PM	19.4	B	21.0	C
4. US 101 Northbound Ramp and Ellis Street	AM	23.6	C	24.0	C
	PM	28.6	C	29.4	C
5. US 101 Southbound Ramp and Ellis Street	AM	26.9	C	28.5	C
	PM	24.3	C	25.4	C
6. Fairchild Drive and Ellis Street	AM	19.6	B	20.9	C
	PM	22.8	C	24.0	C
7. Middlefield Road and Ellis Street	AM	9.6	B	10.4	B
	PM	12.3	B	12.5	B
8. SR 237 Westbound and Middlefield Road	AM	14.2	B	14.3	B
	PM	13.8	B	13.7	B
9. SR 237 Eastbound and Middlefield Road	AM	23.8	C	23.8	C
	PM	17.4	B	17.3	B
10. Central Expressway and Mary Avenue*	AM	44.3	D	44.4	D
	PM	46.0	D	46.1	D
*Denotes CMP Intersection					

4.18.3 Direct or Indirect Adverse Effects on Human Beings

Consistent with Section 15065(a)(4) of the CEQA Guidelines, a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has the potential to cause substantial adverse effects on human beings, either directly or indirectly.

Under this standard, a change to the physical environment that might otherwise be minor must be treated as significant if it would cause substantial adverse effects to humans, either directly or indirectly. This factor relates to adverse changes to the environment of human beings generally, and not to effects on particular individuals.

While changes to the environment that could indirectly affect human beings would be represented by all of the designated CEQA issue areas, those that could directly affect human beings include air quality, hazards and hazardous materials, and noise. Implementation of mitigation measures included in the project would reduce these impacts to a less than significant level. No other direct or indirect adverse effects of the project on human beings have been identified. **[Less than Significant Impact]**

4.19 SUMMARY TABLE OF IMPACTS AND MITIGATION MEASURES

SIGNIFICANT IMPACTS	MITIGATION AND AVOIDANCE MEASURES
Hazardous Materials Impacts	
Impact HAZ-1: Residual hazardous materials contamination in building materials, soils, and groundwater could expose construction workers or future employees to hazardous materials on site.	**MM HAZ-1.1:** Groundwater monitoring wells, extraction wells, conveyance piping, and grout curtain walls are located on-site. Construction measures shall be implemented to protect these features during construction. The US EPA, the Regional Water Quality Control Board, the Santa Clara County Department of Environmental Health (SCCDEH), and MEW Companies shall be notified in writing of construction activities in these areas, and at a minimum, these areas shall be cordoned off using delineators and caution tape, or similar materials by the General Contractor. Upon completion of construction activities, the wells and piping shall be inspected by an Environmental Professional to determine if they have been damaged. If these on-site features require decommissioning or relocation, the property owner and developer shall obtain the written approval by the US EPA, Water Board, the SCCDEH, and/or the responsible MEW Companies; permits may be required. **MM HAZ-1.2:** A Health and Safety Plan (HSP) shall be developed to establish appropriate protocols for working in hazardous materials. Workers conducting site investigation and earthwork activities in areas on contamination shall complete a 40-hour HAZWOPER training course (29 CFR 1910.120 (e)), including respirator and personal protective equipment training. Each contractor shall be responsible for the health and safety of their employees as well as for compliance with all applicable federal, state, and local laws and guidelines. This document shall be provided to the City of Mountain View, U.S. EPA, the Santa Clara County Department of Environmental Health, and the Regional Water Quality Control Board for review. **MM HAZ-1.3:** During demolition and construction activities, contaminated material may be encountered. A Site Management Plan (SMP) shall be prepared by an Environmental Professional to establish management practices for handling contaminated soil, soil vapor, groundwater or other materials. This document shall be provided to the City of Mountain View, US EPA, the Santa Clara County Department of Environmental Health, and the

SIGNIFICANT IMPACTS	MITIGATION AND AVOIDANCE MEASURES
	Regional Water Quality Control Board for review and approval. The SMP shall include the protocols, means and methods to implement the following: • Site control procedures shall be described to control the flow of personnel, vehicles and materials in and out of the site. • Prior to the start of any construction activity that involves below ground work (e.g., mass grading, foundation construction, excavating or utility trenching), information regarding site risk management procedures (e.g., a copy of the SMP) will be provided to the Contractors for their review, and each Contractor shall provide such information to its Subcontractors. • Measures shall be described to minimize dust generation, storm water runoff and tracking of soil off-site. • Demolition activities shall be performed in a manner to minimize airborne dust. • If excavation dewatering is required, protocols shall be prepared to evaluate water quality and discharge/disposal alternatives; the pumped water shall not be used for on-site dust control or any other on-site use. If long-term dewatering is required, the means and methods to extract, treat and dispose groundwater also shall be presented. • Protocols for conducting earthwork activities in areas where impacted soil, soil vapor and/or groundwater are present or suspected shall be provided. Worker training requirements, health and safety measures and soil handing procedures shall be described. • Decontamination procedures shall be established and implemented by the Contractor to reduce the potential for construction equipment and vehicles to release contaminated soil onto public roadways or other off-site transfer. • Perimeter air monitoring shall be conducted at the site during any activity the significantly disturbs site soil (e.g., mass grading, foundation construction excavation or utility trenching) to document the effectiveness of dust control measures. • Protocols to be implemented if buried structures, wells, debris, or unidentified areas of impacted soil are encountered during site development activities.

SIGNIFICANT IMPACTS	MITIGATION AND AVOIDANCE MEASURES
	• Protocols shall be prepared to characterize/profile soil suspected of being contaminated so that appropriate mitigation, disposal or reuse alternatives, if necessary, can be implemented. Soil in contact with groundwater shall be assumed contaminated. All soil excavated and transported from this site shall be appropriately disposed at a permitted facility. • Stockpiling protocols shall be developed for "clean" and "impacted" soil. • Procedures shall be developed to evaluate and document the quality of any soil imported to the site. Soil containing chemicals exceeding residential (unrestricted use) screening levels or typical background concentrations of metals shall not be accepted. • Methods to monitor excavations and trenches for the potential presence of VOC impacted vapors shall be presented. • Methods to mitigate the potential for vapor intrusion of VOC vapors into the planned structure shall be described. • Protocols shall be presented to evaluate if the residual contaminants will adversely impact the integrity of below ground utility lines and/or structures (e.g., the potential for corrosion). • Appropriate measures shall be implemented to reduce soil vapor and groundwater migration through trench backfill and utility conduits. Such measures shall include placement of low-permeability backfill "plugs" at specified intervals on-site and at all locations where the utility trenches extend off-site. In addition, utility conduits that are placed below groundwater shall be installed with water-tight fittings to reduce the potential for groundwater to migrate into the conduits. • Because the site is known to have pollutants with the potential for mobilization, the Civil Engineer shall design the bottom and sides of the vegetated swales and water features (if incorporated into the building design) to be lined with a minimum 10-mil[29] heavy duty plastic to help prevent site infiltration. • Upon completion of construction activities, the Environmental Professional will prepare a report documenting compliance with the Site Management

[29] 1 mil = 0.001 inch

SIGNIFICANT IMPACTS	MITIGATION AND AVOIDANCE MEASURES
	Plan; this report shall be submitted to the City of Mountain View, the US EPA, the Santa Clara County Department of Environmental Health, and Regional Water Quality Control Board. **MM HAZ-1.4:** The developer shall provide a Vapor Mitigation Report with the Vapor Barrier and Active and Passive Sub-slab Ventilation System plans and monitoring program to the City of Mountain View, the US EPA, the Santa Clara County Department of Environmental Health, and the Regional Water Quality Control Board for review and approval. The vapor control measures shall also be identified in the Site Management Plan (SMP), implemented as a part of the development plans. If a deep foundation system is planned, the foundation of the building shall incorporate measures to help reduce the potential for the downward migration of contaminated groundwater. These measures shall be identified in the Geotechnical Investigation report and the Site Management Plan (SMP) and implemented as a part of the development plans. **MM HAZ-1.5:** Permit(s) will be required for facility closure (i.e. demolition, removal, or abandonment) of any facility or portion of a facility (e.g. lab) where hazardous materials are used or stored. At a minimum, the City of Mountain View Fire Department will require hazardous material closure permits to be completed for 614 and 640 National Avenue, as well as an updated Environmental Compliance Plan for 401 and 405 National Avenue. The property owner and/or developer shall contact the City of Mountain View Fire Department to determine facility closure requirements prior to building demolition. **MM HAZ-1.6:** Some components encountered as part of the building demolition waste stream may contain hazardous materials. Universal wastes, lubrication fluids and CFCs and HCFC's shall be removed before structural demolition begins. Materials that may result in possible risk to human health and the environment when improperly managed include lamps, thermostats, and light switches containing mercury; batteries from exit signs, emergency lights, and smoke alarms; lighting ballasts which contain PCBs; and lead pipes and roof vent flashings. Demolition waste such as fluorescent lamps, PCB ballasts, lead acid batteries, mercury thermostats, and lead flashings have

SIGNIFICANT IMPACTS	MITIGATION AND AVOIDANCE MEASURES
	special case-by-case requirements for generation, storage, transportation, and disposal. Before disposing of any demolition waste, the Owner, Developer and Demolition Contractor shall determine if the waste is hazardous and shall ensure proper disposal of waste materials. **MM HAZ-1.7:** Significant quantities of asphalt concrete (AC) grindings, aggregate base (AB), and Portland Cement Concrete (PCC) will be generated during demolition activities. AC/AB grindings shall not be reused beneath building areas. **MM HAZ-1.8:** During the removal of the buildings' slabs, sumps and underground waste water piping, an Environmental Professional shall be present to observe soil conditions, to monitor vapors with a hand held meter, and to determine if additional soil sampling should be performed. If additional sampling is performed, a report documenting sampling activities (with site plans and analytical data) shall be provided to the City of Mountain View, the US EPA, the Santa Clara Department of Environmental Health, and the Regional Water Quality Control Board. If additional sampling is not recommended, the Environmental Professional shall provide a letter presenting their site observations and conclusions (with rationale on why sampling is not recommended) to the regulatory agencies listed above. **MM HAZ-1.9:** Prior to completion of construction activities, a long-term Operation and Maintenance Plan shall be prepared to provide post-development practices for managing contaminated soil, soil vapor, groundwater or other materials. This report shall be provided to the City of Mountain View, the US EPA, the Santa Clara County Department of Environmental Health, and the Regional Water Quality Control Board.
Impact HAZ-2: Hazardous materials contamination from asbestos-containing materials and lead-based paint remaining on the site could pose a risk to construction workers and adjacent uses during building demolition.	**MM HAZ-2.1:** The proposed project shall implement the following mitigation measures to reduce hazardous materials impacts related to ACMs and lead-based paint to a less than significant level: • In conformance with local, state, and federal laws, an asbestos building survey and a lead-based paint survey shall be completed by a qualified professional to

SIGNIFICANT IMPACTS	MITIGATION AND AVOIDANCE MEASURES
	determine the presence of ACMs and/or lead-based paint on the structures proposed for demolition. The surveys shall be completed prior to demolition work beginning on these structures. • A registered asbestos abatement contractor shall be retained to remove and dispose of all potentially friable asbestos-containing materials, in accordance with the National Emissions Standards for Hazardous Air Pollutants (NESHAP) guidelines, prior to building demolition that may disturb the materials. All construction activities shall be undertaken in accordance with Cal/OSHA standards, contained in Title 8 of the California Code of Regulations (CCR), Section 1529, to protect workers from exposure to asbestos. Materials containing more than one percent asbestos are also subject to Bay Area Air Quality Management District (BAAQMD) regulations. • During demolition activities, all building materials containing lead-based paint shall be removed in accordance with Cal/OSHA Lead in Construction Standard, Title 8, CCR 1532.1, including employee training, employee air monitoring and dust control. Any debris or soil containing lead-based paint or coatings shall be disposed of at landfills that meet acceptance criteria for the waste being disposed.

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Persons and Organizations Consulted

Randy Lamb and Victor Fracaro
National Ave Partners, LLC

SECTION 6.0 LEAD AGENCY AND CONSULTANTS

LEAD AGENCY

City of Mountain View
Community Development Department
Randal Tsuda, Community Development Director
Peter Gilli, Zoning Administrator
Lindsay Hagan, Associate Planner

CONSULTANTS

David J. Powers & Associates, Inc.
Environmental Consultants and Planners
Judy Shanley, Principal
Judy Fenerty, Project Manager
Jared Bond, Associate Project Manager
Zach Dill, Graphic Artist

Hexagon Transportation Consultants
Gary Black, President
Matt Nelson, Senior Associate

Infrastructure Engineering Corporation (IEC)
Scott Humphrey, P.E.
Jiajia Huang, EIT, Engineer I

Cornerstone Earth Group
Ron L. Helm C.E.G

SECTION 7.0 DRAFT MITIGATED NEGATIVE DECLARATION

CITY OF MOUNTAIN VIEW
CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)
DRAFT MITIGATED NEGATIVE DECLARATION

I. INTRODUCTION

A. LEAD AGENCY AND ADDRESS

Community Development Department
City of Mountain View
500 Castro Street
P.O. Box 7540
Mountain View, CA 94039

B. CONTACT PERSON AND PHONE NUMBER

Lindsay Hagan, Associate Planner
City of Mountain View
(650) 903-6306

C. PROJECT SPONSOR AND ADDRESS

Randy Lamb and Victor Fracaro
National Avenue Partners, LLC
525 Middlefield Road
Menlo Park, CA 94025
(650) 326-1600

D. EXISTING GENERAL PLAN DESIGNATION AND ZONING

General Plan: *High Intensity Office*
Zoning District: *ML Limited Industrial*

E. PROJECT DESCRIPTION

The proposed project would demolish four vacant office/light industrial buildings on a 4.8- acre site, and would remove parking lots, driveways, utilities, landscaping, nine Heritage trees and 13 other trees. Following demolition and site clearing, the project proposes to construct one four-story office building and a one-story parking deck, common areas, landscaping, and new utility infrastructure. The project also proposes a rezoning of the site to a *Planned Community (P)* zoning district.

F. LOCATION OF PROJECT

The 4.8-acre project site consists of four parcels (APN's 160-54-008, -009, -010, and -011) located at 401, 620, 630, and 640 National Avenue in the City of Mountain View. The project is located on the west side of National Avenue, south of Fairchild Drive and west of Ellis Street in the East Whisman Change Area of the Moffett/Whisman planning district.

II. MITIGATION MEASURES

Hazards and Hazardous Materials

MM HAZ-1.1: Groundwater monitoring wells, extraction wells, conveyance piping, and grout curtain walls are located on-site. Construction measures shall be implemented to protect these features during construction. The US EPA, the Regional Water Quality Control Board, the Santa Clara County Department of Environmental Health (SCCDEH), and MEW Companies shall be notified in writing of construction activities in these areas, and at a minimum, these areas shall be cordoned off using delineators and caution tape, or similar materials by the General Contractor. Upon completion of construction activities, the wells and piping shall be inspected by an Environmental Professional to determine if they have been damaged. If these on-site features require decommissioning or relocation, the property owner and developer shall obtain the written approval by the US EPA, Water Board, the SCCDEH, and/or the responsible MEW Companies; permits may be required.

MM HAZ-1.2: A Health and Safety Plan (HSP) shall be developed to establish appropriate protocols for working in hazardous materials. Workers conducting site investigation and earthwork activities in areas on contamination shall complete a 40-hour HAZWOPER training course (29 CFR 1910.120 (e)), including respirator and personal protective equipment training. Each contractor shall be responsible for the health and safety of their employees as well as for compliance with all applicable federal, state, and local laws and guidelines. This document shall be provided to the City of Mountain View, U.S. EPA, the Santa Clara County Department of Environmental Health, and the Regional Water Quality Control Board for review.

MM HAZ-1.3: During demolition and construction activities, contaminated material may be encountered. A Site Management Plan (SMP) shall be prepared by an Environmental Professional to establish management practices for handling contaminated soil, soil vapor, groundwater or other materials. This document shall be provided to the City of Mountain View, US EPA, the Santa Clara County Department of Environmental Health, and the Regional Water Quality Control Board for review and approval. The SMP shall include the protocols, means and methods to implement the following:

- Site control procedures shall be described to control the flow of personnel, vehicles and materials in and out of the site.

- Prior to the start of any construction activity that involves below ground work (e.g., mass grading, foundation construction, excavating or utility trenching), information regarding site risk management procedures (e.g., a copy of the SMP) will be provided to the Contractors for their review, and each Contractor shall provide such information to its Subcontractors.
- Measures shall be described to minimize dust generation, storm water runoff and tracking of soil off-site.
- Demolition activities shall be performed in a manner to minimize airborne dust.
- If excavation dewatering is required, protocols shall be prepared to evaluate water quality and discharge/disposal alternatives; the pumped water shall not be used for on-site dust control or any other on-site use. If long-term dewatering is required, the means and methods to extract, treat and dispose groundwater also shall be presented.
- Protocols for conducting earthwork activities in areas where impacted soil, soil vapor and/or groundwater are present or suspected shall be provided. Worker training requirements, health and safety measures and soil handing procedures shall be described.
- Decontamination procedures shall be established and implemented by the Contractor to reduce the potential for construction equipment and vehicles to release contaminated soil onto public roadways or other off-site transfer.
- Perimeter air monitoring shall be conducted at the site during any activity the significantly disturbs site soil (e.g., mass grading, foundation construction excavation or utility trenching) to document the effectiveness of dust control measures.
- Protocols to be implemented if buried structures, wells, debris, or unidentified areas of impacted soil are encountered during site development activities.
- Protocols shall be prepared to characterize/profile soil suspected of being contaminated so that appropriate mitigation, disposal or reuse alternatives, if necessary, can be implemented. Soil in contact with groundwater shall be assumed contaminated. All soil excavated and transported from this site shall be appropriately disposed at a permitted facility.
- Stockpiling protocols shall be developed for "clean" and "impacted" soil.
- Procedures shall be developed to evaluate and document the quality of any soil imported to the site. Soil containing chemicals exceeding residential (unrestricted use) screening levels or typical background concentrations of metals shall not be accepted.
- Methods to monitor excavations and trenches for the potential presence of VOC impacted vapors shall be presented.
- Methods to mitigate the potential for vapor intrusion of VOC vapors into the planned structure shall be described.
- Protocols shall be presented to evaluate if the residual contaminants will adversely impact the integrity of below ground utility lines and/or

structures (e.g., the potential for corrosion).

- Appropriate measures shall be implemented to reduce soil vapor and groundwater migration through trench backfill and utility conduits. Such measures shall include placement of low-permeability backfill "plugs" at specified intervals on-site and at all locations where the utility trenches extend off-site. In addition, utility conduits that are placed below groundwater shall be installed with water-tight fittings to reduce the potential for groundwater to migrate into the conduits.
- Because the site is known to have pollutants with the potential for mobilization, the Civil Engineer shall design the bottom and sides of the vegetated swales and water features (if incorporated into the building design) to be lined with a minimum 10-mil30 heavy duty plastic to help prevent site infiltration.
- Upon completion of construction activities, the Environmental Professional will prepare a report documenting compliance with the Site Management Plan; this report shall be submitted to the City of Mountain View, the US EPA, the Santa Clara County Department of Environmental Health, and Regional Water Quality Control Board.

MM HAZ-1.4: The developer shall provide a Vapor Mitigation Report with the Vapor Barrier and Active and Passive Sub-slab Ventilation System plans and monitoring program to the City of Mountain View, the US EPA, the Santa Clara County Department of Environmental Health, and the Regional Water Quality Control Board for review and approval. The vapor control measures shall also be identified in the Site Management Plan (SMP), implemented as a part of the development plans. If a deep foundation system is planned, the foundation of the building shall incorporate measures to help reduce the potential for the downward migration of contaminated groundwater. These measures shall be identified in the Geotechnical Investigation report and the Site Management Plan (SMP) and implemented as a part of the development plans.

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MM HAZ-1.6: Some components encountered as part of the building demolition waste stream may contain hazardous materials. Universal wastes, lubrication fluids

[30] 1 mil = 0.001 inch

and CFCs and HCFC's shall be removed before structural demolition begins. Materials that may result in possible risk to human health and the environment when improperly managed include lamps, thermostats, and light switches containing mercury; batteries from exit signs, emergency lights, and smoke alarms; lighting ballasts which contain PCBs; and lead pipes and roof vent flashings. Demolition waste such as fluorescent lamps, PCB ballasts, lead acid batteries, mercury thermostats, and lead flashings have special case-by-case requirements for generation, storage, transportation, and disposal. Before disposing of any demolition waste, the Owner, Developer and Demolition Contractor shall determine if the waste is hazardous and shall ensure proper disposal of waste materials.

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MM HAZ-1.8: During the removal of the buildings' slabs, sumps and underground waste water piping, an Environmental Professional shall be present to observe soil conditions, to monitor vapors with a hand held meter, and to determine if additional soil sampling should be performed. If additional sampling is performed, a report documenting sampling activities (with site plans and analytical data) shall be provided to the City of Mountain View, the US EPA, the Santa Clara Department of Environmental Health, and the Regional Water Quality Control Board. If additional sampling is not recommended, the Environmental Professional shall provide a letter presenting their site observations and conclusions (with rationale on why sampling is not recommended) to the regulatory agencies listed above.

MM HAZ-1.9: Prior to completion of construction activities, a long-term Operation and Maintenance Plan shall be prepared to provide post-development practices for managing contaminated soil, soil vapor, groundwater or other materials. This report shall be provided to the City of Mountain View, the US EPA, the Santa Clara County Department of Environmental Health, and the Regional Water Quality Control Board.

MM HAZ-2.1: The proposed project shall implement the following mitigation measures to reduce hazardous materials impacts related to ACMs and lead-based paint to a less than significant level:

- In conformance with local, state, and federal laws, an asbestos building survey and a lead-based paint survey shall be completed by a qualified professional to determine the presence of ACMs and/or lead-based paint on the structures proposed for demolition. The surveys shall be completed prior to demolition work beginning on these structures.

- A registered asbestos abatement contractor shall be retained to remove

and dispose of all potentially friable asbestos-containing materials, in accordance with the National Emissions Standards for Hazardous Air Pollutants (NESHAP) guidelines, prior to building demolition that may disturb the materials. All construction activities shall be undertaken in accordance with Cal/OSHA standards, contained in Title 8 of the California Code of Regulations (CCR), Section 1529, to protect workers from exposure to asbestos. Materials containing more than one percent asbestos are also subject to Bay Area Air Quality Management District (BAAQMD) regulations.

- During demolition activities, all building materials containing lead-based paint shall be removed in accordance with Cal/OSHA Lead in Construction Standard, Title 8, CCR 1532.1, including employee training, employee air monitoring and dust control. Any debris or soil containing lead-based paint or coatings shall be disposed of at landfills that meet acceptance criteria for the waste being disposed.

III. DETERMINATION

In accordance with local procedures regarding the California Environmental Quality Act (CEQA), the Community Development Director has conducted an Initial Study to determine whether the proposed project may have a significant adverse effect on the environment, and on the basis of that study recommends the following determination:

The proposed project will not have a significant effect on the environment based on the implementation of the required mitigation measures, and therefore, an Environmental Impact Report (EIR) is not required.

The Initial Study incorporates all relevant information regarding potential environmental effects of the project and confirms the determination that an EIR is not required.

IV. FINDINGS

Based on the findings of the Initial Study, the proposed project will not have a significant effect on the environment for the following reasons:

A. As discussed in the preceding sections, the proposed project does not have the potential to significantly degrade the quality of the environment, including effects on animals or plants, or to eliminate historic or prehistoric sites.

B. As discussed in the preceding sections, both short-term and long-term environmental effects associated with the proposed project will be less than significant.

C. When impacts associated with the adoption of the proposed project are considered alone or in combination with other impacts, the project-related impacts are insignificant.

D. The above discussions do not identify any substantial adverse impacts to people as a result of the proposed project.

E. This determination reflects the independent judgment of the City.

Lindsay Hagan, ASSOCIATE PLANNER — 2-13-14

Name/Title — Date